

# NACOmatic

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# ALTERNATE MINS

M2



NAME ALTERNATE MINIMUMS  
**LAKE HAVASU CITY, AZ**  
LAKE HAVASU CITY ..... **VOR/DME or GPS-A**  
Categories A,B, 1000-2; Categories C, 1000-2½; Category D, 1000-3.

**LAS VEGAS, NV**  
HENDERSON EXECUTIVE ..... **RNAV (GPS)-B<sup>1</sup>**  
**VOR-C<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>Categories A,B, 1000-2; Category C, 1000-2½.  
<sup>2</sup>Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L<sup>1</sup>**  
**ILS or LOC Rwy 25R<sup>1</sup>**  
**ILS or LOC/DME Rwy 1L<sup>2</sup>**  
**RNAV (GPS) Rwy 1R<sup>3</sup>**  
**RNAV (GPS) Rwy 19L<sup>45</sup>**  
**RNAV (GPS) Rwy 19R<sup>45</sup>**  
**VOR/DME -A<sup>2</sup>**  
**VOR Rwy 25L/R<sup>3</sup>**

<sup>1</sup>ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2½, Category E, 1400-3.  
<sup>2</sup>ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.  
<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2½.  
<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.  
<sup>5</sup>NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**  
NA when control tower closed.

**LOVELOCK, NV**  
DERBY FIELD ..... **VOR or GPS-C<sup>1</sup>**  
**VOR/DME or GPS-A<sup>2</sup>**  
<sup>1</sup>Categories A,B, 1900-2; Categories C,D, 1900-3.  
<sup>2</sup>Categories A,B, 900-2; Category C,900-2½; Category D, 900-3.

**MESA, AZ**  
FALCON FIELD ..... **NDB-A**  
**RNAV (GPS) Rwy 4L**  
**RNAV (GPS) Rwy 4R**  
**RNAV (GPS)-B**  
NA when control tower closed.

**MILFORD, UT**  
MILFORD MUNI/BEN AND JUDY  
BRISCOE FIELD ..... **VOR or GPS-A**  
Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**OGDEN, UT**  
OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3<sup>12</sup>**  
**RNAV (GPS) Y Rwy 3**  
**RNAV (GPS) Z Rwy 3**

NA when local weather not available.  
<sup>1</sup>ILS, Category D, 700-2.  
<sup>2</sup>NA when control tower closed.

**PHOENIX, AZ**  
PHOENIX DEER VALLEY ..... **RNAV (GPS)-B<sup>12</sup>**  
**RNAV (GPS)-C<sup>3</sup>**  
**RNAV(GPS) Rwy 7R<sup>14</sup>**  
**RNAV (GPS) Rwy 25L<sup>14</sup>**

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2½.  
<sup>3</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1100-3.  
<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

PHOENIX-  
MESA GATEWAY ..... **ILS or LOC Rwy 30C<sup>12</sup>**  
**RNAV (GPS) Rwy 30C<sup>1</sup>**  
**RNAV (GPS) Rwy 30L<sup>3</sup>**  
**VOR or TACAN Rwy 30C<sup>1</sup>**

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>Category E, 800-2½.

PHOENIX  
SKY HARBOR INTL ..... **ILS or LOC Rwy 7R<sup>1</sup>**  
**ILS or LOC Rwy 7L<sup>1</sup>**  
**ILS or LOC Rwy 8<sup>3</sup>**  
**ILS or LOC Rwy 25L<sup>2</sup>**  
**ILS or LOC Rwy 26<sup>2</sup>**  
**RNAV (GPS) Y Rwy 7R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 7L<sup>2</sup>**  
**RNAV (GPS) Y Rwy 8<sup>4</sup>**  
**RNAV (GPS) Y Rwy 25L<sup>2</sup>**  
**RNAV (GPS) Y Rwy 25R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 26<sup>2</sup>**

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.  
<sup>2</sup>Category D, 800-2½.  
<sup>3</sup>ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.  
<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

**PRESCOTT, AZ**  
ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L<sup>12</sup>**  
**RNAV (GPS) Rwy 21L<sup>4</sup>**  
**VOR Rwy 12<sup>3</sup>**

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.  
<sup>3</sup>Category D, 900-3.  
<sup>4</sup>Category D, 1000-3.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**A**

<sup>5</sup>Category E, 1200-3.

23 SEP 2010 to 21 OCT 2010



4 **A**

M3

NAME ALTERNATE MINIMUMS

## WENDOVER, UT

WENDOVER ..... VOR/DME-B<sup>1</sup>  
VOR/DME or TACAN Rwy 26<sup>2</sup>

<sup>1</sup>Categories A,B, 1700-2; Categories C,D,E,  
1700-3.

<sup>2</sup>Category E, 800-2¾.

## WINDOW ROCK, AZ

WINDOW ROCK ..... RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS)-B<sup>2</sup>  
VOR/DME-A<sup>3</sup>

<sup>1</sup>Category C, 800-2¼.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-3.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

## WINNEMUCCA, NV

WINNEMUCCA MUNI .... RNAV (GPS) Rwy 14<sup>12</sup>  
RNAV (GPS) Rwy 32<sup>1</sup>  
VOR/DME Rwy 14<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

<sup>3</sup>Category D, 1300-3.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**BATTLE MOUNTAIN, NV**

BATTLE MOUNTAIN (BAM)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

**BEAVER, UT**

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles. **Rwys 13, 31**, 2600-2% for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

**BLANDING, UT**

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

**BRIGHAM CITY, UT**

BRIGHAM CITY (BMC)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceeding on course. **Rwy 35**, climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceeding on course. NOTE: **Rwy 17**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

## BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL.

**Rwy 34**, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

## CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

## CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

## CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right.

**Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

## CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

## CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

## CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

## COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

**Rwys 20, 29**, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

## COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.

**Rwy 17**, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. . . . . 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

## DELTA, UT

### DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...  
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

## DOUGLAS BISBEE, AZ

### BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

## DUCHESNE, UT

### DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

## ELKO, NV

### ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

**Rwy 23**, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

**Rwy 23**, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

## ELY, NV

### ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

## FALLON, NV

### FALLON MUNI (FLX)

#### AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climbing right turn...**Rwys 3, 13, 31**, climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3**, vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13**, trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21**, vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31**, trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

## FALLON NAS(VAN VOORHIS FLD)(KNFL)

### FALLON, NV. . . . . 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R**, Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R**, Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7**, Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25**, Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

## FLAGSTAFF, AZ

### FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

## FORT HUACHUCA-SIERRA VISTA, AZ

### SIERRA VISTA MUNI-LIBBY AAF

TAKE-OFF MINIMUMS: **Rwy 21**, NA.  
DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. All aircraft climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

## GLENDALE, AZ

### GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.  
DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

## GLOBE, AZ

### SAN CARLOS APACHE (P13)

#### ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

## GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.

## GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.

## HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.

## HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

## HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100. DEPARTURE PROCEDURE: **Rwys 8, 12**, climbing left turn direct PUC VOR/DME...

**Rwy 30**, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL.

**Rwy 30**, tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

## KANAB, UT

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 19**, climb heading 171° to 6800 before turning. **Rwy 1**, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

NOTE: **Rwy 1**, vent on building 554' from DER, 370' left of centerline, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19**, trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

## KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

## LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windssock, 818' from departure end of rwy, 194' left of centerline.

## LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

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## LAS VEGAS, NV

## HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

## MCCARRAN INTL (LAS)

## AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R**, std. w/ min. climb of 210' per NM to 2600. **Rwy 25R**, 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R**, climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R**, climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25L/R**, climb heading 255° to 2800, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19L/R**, climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L**, building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R**, sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L**, trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R**, tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L**, multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R**, trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy 25L**, multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R**, multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

## LAS VEGAS, NV (CON'T)

## NORTH LAS VEGAS (VGT)

AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

## LOGAN, UT

## LOGAN-CACHE (LGU)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-obstacles. DEPARTURE PROCEDURE: **Rwys 17, 35**, use ORNEY DEPARTURE.

## LOVELOCK, NV

## DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200. DEPARTURE PROCEDURE: **Rwy 1**, turn right. **Rwys 7, 19, 25**, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

## LUKE AFB (KLUF)

GLENDAL, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

## TAKE-OFF OBSTACLES:

**Rwy 3L**: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

**Rwy 21L**: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

## MESA, AZ

## FALCON FIELD (FFZ)

AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

## MESQUITE, NV

## MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. All aircraft climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

**MICHAEL AAF (KDPG),**

DUGWAY PROVING GROUND, UT

.....Amdt 1, 09099

**Rwy 12, 4700-3\***

\* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

**MILFORD, UT**

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A, B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C, D NA. DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

**MINDEN, NV**

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12, 16, 30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700. DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

**MOAB, UT**

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400. DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21**, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

**NELLIS AFB (KLSV)**

LAS VEGAS, NV

08241

**Rwy 3L/R**, 10,200-3\* SR-SS**Rwy 21L/R**, 10,200-3\* SR-SS

Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

\* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL, 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline. **RWY 21R**: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

**NOGALES, AZ**

NOGALES INTL (OLS)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

**OGDEN, UT**

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 16**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.







## PAGE, AZ

PAGE MUNI (PGA)  
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA—obstacles  
**Rwy 15**, 300-1 or std. w/ min. climb of 252' per NM to  
6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157°  
heading to 6000, then climbing right turn to PGA VOR/  
DME, cross PGA VOR/DME at or above 7700. Continue  
climb in PGA VOR/DME holding pattern (hold NW,  
right turns, 147° inbound) to airway MEA, or climb in  
visual conditions: cross Page airport at or above 6100,  
before proceeding on course. **Rwy 33**, climb via 337°  
heading to 6000, then climbing left turn to PGA VOR/  
DME. Cross PGA VOR/DME at or above 7700.  
Continue climb in PGA VOR/DME holding pattern (hold  
NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of  
runway, 274' right of centerline, 4323' MSL, tree 1.07  
NM from departure end of runway, 167' left of centerline,  
4519 MSL, transmission lines 1.96 NM from departure  
end of runway, 825' left of centerline, 100' AGL/4519'  
MSL, power line 4.00 NM from departure end of runway,  
3606' right of centerline, 75' AGL/4819' MSL, power line  
4.35 NM from departure end of runway, 3968' right of  
centerline, 75' AGL/4919' MSL, power line 5.36 NM from  
departure end of runway, 5039' right of centerline, 75'  
AGL/5119' MSL, power line 4.51 NM from departure end  
of runway, 4136' right of centerline, 75' AGL/5019' MSL,  
tree 4.52 NM from departure end of runway, 1508' right  
of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from  
departure end of runway, 1617' right of centerline, 200'  
AGL/5187' MSL, AAO 5.15 NM from departure end of  
runway, 4456' left of centerline, 200' AGL/5190' MSL,  
tree 5.56 NM from departure end of runway, 4097' right  
of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from  
departure end of runway, 653' left of centerline, 200'  
AGL/5440' MSL.

## PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.  
DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**,  
left turn. Climb via R-067 to PKE VORTAC, to cross  
above 4500. Continue climb on course to MEA or  
assigned altitude.

## PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of  
360' per NM to 9300, or 2500-3 for climb in visual  
conditions. **Rwy 24**, std. with a min. climb of 375' per  
NM to 9300, or 2500-3 for climb in visual conditions.  
DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in  
visual conditions: Cross Payson Airport at or above  
7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway,  
133' right of centerline, 6' AGL/5148' MSL. Tree 320'  
from departure end of runway, 183' right of centerline,  
12' AGL/5154' MSL. Fence 85' from departure end of  
runway, 84' left of centerline, 4' AGL/5141' MSL. Tree  
164' from departure end of runway, 126' left of centerline,  
9' AGL/5147' MSL.

## PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY  
DEPARTURE.

## PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a  
min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via  
078° heading to 3000, then climbing right turn direct  
PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via  
258° heading to 1550 then climbing right turn to join the  
PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**,  
climb via 258° heading to 1550 then climbing left turn to  
join the PXR R-260 (V16) westbound, climb to 5000.  
Westbound departures continue climb on PXR R-260.

All others, climbing right turn direct PXR VORTAC.  
NOTE: **Rwy 7L**, building 1332' from DER, 798' left of  
centerline, 67' AGL/1176' MSL. **Rwy 7R**, rod 716' from  
DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**,  
light standard 3530' from DER, 1207' left of  
centerline, 123' AGL/1232' MSL. Light standard 3479'  
from DER, 1003' left of centerline, 118' AGL/1227' MSL.  
**Rwy 25L**, light standard 1129' from DER, 774' left of  
centerline, 91' AGL/1200' MSL. ASDE-X equipment 411'  
from DER, 531' left of centerline, 29' AGL/1135' MSL.  
**Rwy 26**, light 59' from DER, 63' right of centerline, 16'  
AGL/1125' MSL. Pole 58' from DER, 90' right of  
centerline, 25' AGL/1125' MSL. Light 78' from DER of  
runway, 64' right of centerline, 18' AGL/1127' MSL.  
Light 38' from DER, 440' left of centerline, 24' AGL/  
1135' MSL. Light standard 77' from DER, 453' left of  
centerline, 27' AGL/1136' MSL. Light standard 74' from  
DER, 456' right of centerline, 33' AGL/1142' MSL. Light  
standard 77' from DER, 434' right of centerline, 31'  
AGL/1140' MSL. Tree 113' from DER, 294' right of  
centerline, 24' AGL/1133' MSL. Building 2.32 NM from  
DER, 3309' right of centerline, 406' AGL/1496' MSL.  
Building 2.28 NM from DER, 3612' right of centerline,  
663' AGL/1750' MSL. Tree 234' from DER, 214' right of  
centerline, 24' AGL/1133' MSL. Light standard 64' from  
DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-  
X equipment 897' from DER, 413' right of centerline, 35'  
AGL/1141' MSL.

## PHOENIX-MESA GATEWAY (IWA)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX  
DEPARTURE.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a  
min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or  
std. with a min. climb of 500' per NM to 8100. **Rwy 30**,  
300-1 or std. with a min. climb of 300' per NM to 5200.  
**Rwy 3L, 21R**, NA.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading  
250° to intercept DRK R-305. **Rwy 12**, turn right direct  
DRK VORTAC. **Rwy 21L**, turn right heading 335° to  
intercept DRK R-305. **Rwy 30**, climb direct DRK  
VORTAC. All aircraft continue climb via DRK R-305 to  
9000. Aircraft departing via DRK R-305 continue climb  
on course. All other aircraft turn right direct DRK  
VORTAC then climb on course.

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## PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD  
(PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA** - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence... continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl/ Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

## PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO  
DEPARTURE.

## RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8, 14**, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8, 32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA**-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1½ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

**All aircraft**: continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



## RICHFIELD, UT

RICHFIELD MUNI (RIF)  
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

## ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right.

**Rwy 25**, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CWR-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CWR-290 at or above 8000; R-291 CWR-039 at or above 10,000. Then climb on course.

## SAFFORD, AZ

SAFFORD RGNL (SAD)  
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - Airspace.

DEPARTURE PROCEDURE: **Rwys 12, 30**, use SAFFORD RNAV DEPARTURE.

## ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

## ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)  
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CWR-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

## SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)  
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-1 or std. w/min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32**, climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14**, antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L**, vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

## SOUTH VALLEY RGNL AIRPORT (U42)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CWR-263 and R-308 CWR R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CWR R-093 12400; R-094 CWR R-138 10600; R-139 CWR R-155 11300; R-264 CWR R-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CWR R-176 and R-217 CWR R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CWR R-116 10700; R-117 CWR R-143 11600; R-177 CWR R-216 10100.



## SCOTTSDALE, AZ

SCOTTSDALE (SDL)

AMDT 8 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 21**, use MARICOPA DEPARTURE.

## SEDONA, AZ

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21**, Use OATES RNAV DEPARTURE.

## SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.

**Rwys 21, 24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

## SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29**, climbing right turn to 8400 via 360° before proceeding on course.

## TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21**, climb on runway heading to 8000 before turning on course.

## TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

## TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 490' per NM to 11000. **Rwy 35**, std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17**, tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

## TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC INT/TUS 57 DME, then as filed. **Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21**, road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

## RYAN FIELD (RYN)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33**, NA, ATC.

DEPARTURE PROCEDURE: **Rwys 6R, 24L**, use ALMON DEPARTURE.

## TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**, climbing right turn direct to TUS VORTAC. **Rwys 11L, 11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21**, climbing left turn direct to TUS VORTAC. All aircraft continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3**, tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

## VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right.

**Rwys 16, 25**, turn left. All aircraft climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

## WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

## WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. All aircraft climb direct CIE VORTAC.

## WINDOW ROCK, AZ

### WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

**Rwy 20**, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

## WINNEMUCCA, NV

### WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right.

**Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

## YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ . . . . . 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

**Rwy 3L**: Cross DER at or above 35' AGL/228' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 3R**: Cross DER at or above 35' AGL/242' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 21L**: Cross DER at or above 35' AGL/223' MSL.

Diverse departures auth.

**Rwy 21R**: Cross DER at or above 35' AGL/227' MSL.

Diverse departures auth.

**Rwy 8**: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

**Rwy 26**: Cross DER at or above 35' AGL/230' MSL.

Diverse departures auth.

**Rwy 17**: Cross DER at or above 35' AGL/217' MSL.

Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

**Rwy 35**: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth.

**ABAJO PEAK** N37°50.35' W109°27.73'  
RCO 122.55 (CEDAR CITY RADIO)

DENVER  
L-9D

**BEAVER MUNI** (U52) 4 SW UTC-7(-6DT) N38°13.84' W112°40.53'

LAS VEGAS  
L-9C  
IAP

5863 B **FUEL** 100LL NOTAM FILE CDC

RWY 13-31: H4984X75 (ASPH) S-12.5 MIRL 1.5% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 31: REIL. PAPI(P2R)—GA 4.0° TCH 59'.

RWY 07-25: 2150X50 (DIRT)

RWY 07: Gnd.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs, self svc credit card system. Birds in/of arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31, and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (435) 438-5829.

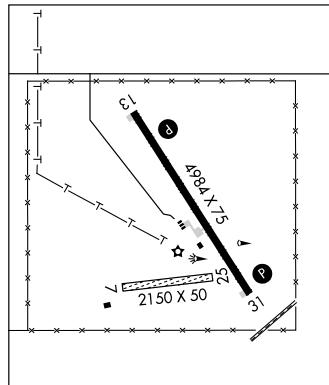
**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY APP/DEP 125.575

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 317° 36.9 NM to fld. 9040/15E.



**BLANDING MUNI** (BDG) 3 S UTC-7(-6DT) N37°35.00' W109°29.00'

DENVER  
H-3E, L-9D  
IAP

5868 B **FUEL** 100, 100LL, JET A NOTAM FILE CDC

RWY 17-35: H5781X75 (ASPH) S-27 MIRL 1.6% up N

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Ramp cracked and ravelling. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 678-2636.

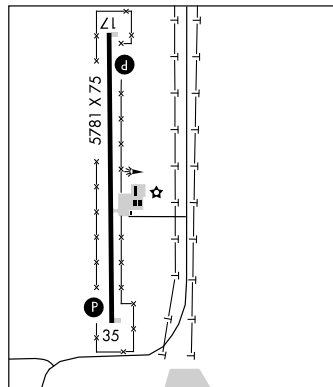
**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53'

W108°55.88' 229° 29.6 NM to fld. 6990/14E.



**BLUFF** (66V) 4 SW UTC-7(-6DT) N37°15.00' W109°38.04'

DENVER  
L-8H, 9D

4476 NOTAM FILE CDC

RWY 03-21: H3000X45 (ASPH)

RWY 21: Hill.

**AIRPORT REMARKS:** Unattended. 10' hill 450' off AER 21.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53' W108°55.88' 211° 47.4 NM to fld. 6990/14E.

**BOLINDER FLD—TOOELE VALLEY** (See TOOELE)

**BONNEVILLE** N40°43.57' W113°45.45' NOTAM FILE CDC.

SALT LAKE CITY  
H-3D, L-9C, 11C

(H) VORTAC 112.3 BVL Chan 70 251° 12.5 NM to Wendover. 4220/17E.

RCO 122.1R 112.3T (CEDAR CITY RADIO)



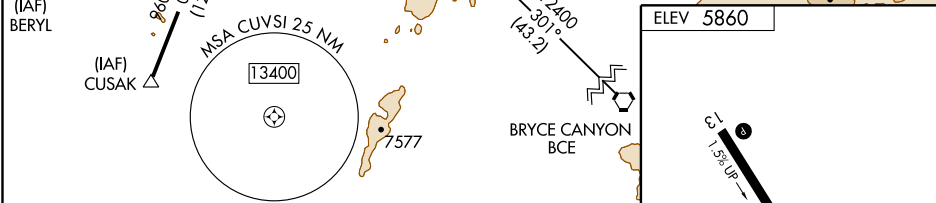
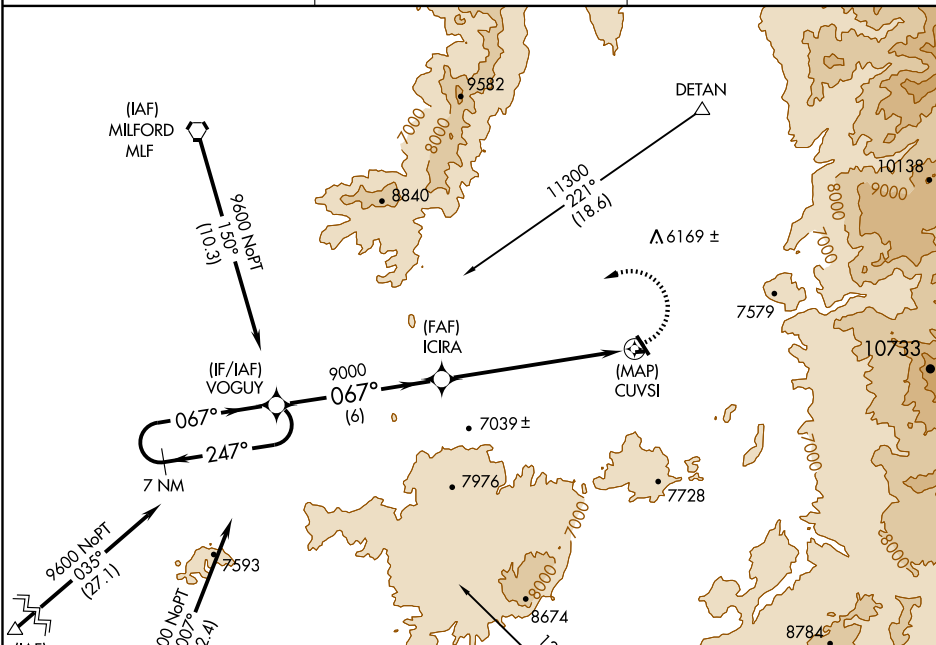
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | N/A  |
| 067°    | TDZE     | N/A  |
|         | Apt Elev | 5860 |

# RNAV (GPS)-A

## BEAVER MUNI (U52)

|           |  |  |
|-----------|--|--|
| ▼<br>▲ NA | DME/DME RNP-0.3 NA.<br>If local altimeter setting not received, use Milford Muni altimeter setting and increase all MDAs 180 feet. | MISSED APPROACH: Climbing left turn to 9600 direct VOGUY and hold. |
|-----------|--|--|

|                   |  |               |
|-------------------|--|---------------|
| AWOS-3<br>119.925 | SALT LAKE CITY CENTER<br>125.575 379.275 | CTAF<br>122.9 |
|-------------------|--|---------------|



|          |                           |  |                           |  |                         |  |       |  |
|----------|---------------------------|--|---------------------------|--|-------------------------|--|-------|--|
|          | 7 NM Holding Pattern      |  | VOGUY                     |  | ICIRA                   |  | CUVSI |  |
| CATEGORY | A                         |  | B                         |  | C                       |  | D     |  |
| CIRCLING | 7080-1¼<br>1220 (1300-1¼) |  | 7080-1½<br>1220 (1300-1½) |  | 7080-3<br>1220 (1300-3) |  | NA    |  |

MIRL Rwy 13-31  
REIL Rws 13 and 31

**ABAJO PEAK** N37°50.35' W109°27.73'  
RCO 122.55 (CEDAR CITY RADIO)

DENVER  
L-9D

**BEAVER MUNI** (U52) 4 SW UTC-7(-6DT) N38°13.84' W112°40.53'

LAS VEGAS  
L-9C  
IAP

5863 B **FUEL** 100LL NOTAM FILE CDC

RWY 13-31: H4984X75 (ASPH) S-12.5 MIRL 1.5% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 31: REIL. PAPI(P2R)—GA 4.0° TCH 59'.

RWY 07-25: 2150X50 (DIRT)

RWY 07: Gnd.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs, self svc credit card system. Birds in/of arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31, and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (435) 438-5829.

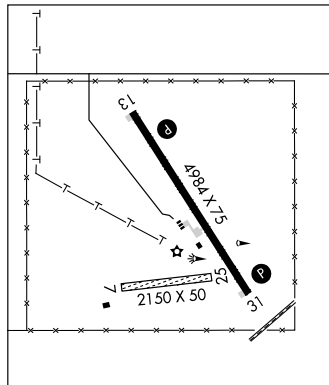
**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY APP/DEP 125.575

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 317° 36.9 NM to fld. 9040/15E.



**BLANDING MUNI** (BDG) 3 S UTC-7(-6DT) N37°35.00' W109°29.00'

DENVER  
H-3E, L-9D  
IAP

5868 B **FUEL** 100, 100LL, JET A NOTAM FILE CDC

RWY 17-35: H5781X75 (ASPH) S-27 MIRL 1.6% up N

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Ramp cracked and ravelling. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 678-2636.

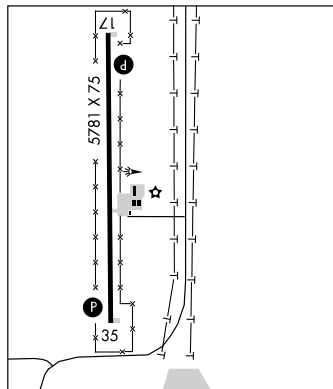
**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53'

W108°55.88' 229° 29.6 NM to fld. 6990/14E.



**BLUFF** (66V) 4 SW UTC-7(-6DT) N37°15.00' W109°38.04'

DENVER  
L-8H, 9D

4476 NOTAM FILE CDC

RWY 03-21: H3000X45 (ASPH)

RWY 21: Hill.

**AIRPORT REMARKS:** Unattended. 10' hill 450' off AER 21.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53' W108°55.88' 211° 47.4 NM to fld. 6990/14E.

**BOLINDER FLD—TOOELE VALLEY** (See TOOELE)

**BONNEVILLE** N40°43.57' W113°45.45' NOTAM FILE CDC.

SALT LAKE CITY  
H-3D, L-9C, 11C

(H) VORTAC 112.3 BVL Chan 70 251° 12.5 NM to Wendover. 4220/17E.

RCO 122.1R 112.3T (CEDAR CITY RADIO)

APP CRS **348°**  
 Rwy Idg **5781**  
 TDZE **5821**  
 Apt Elev **5868**

# RNAV (GPS) RWY 35

BLANDING MUNI (BDG)

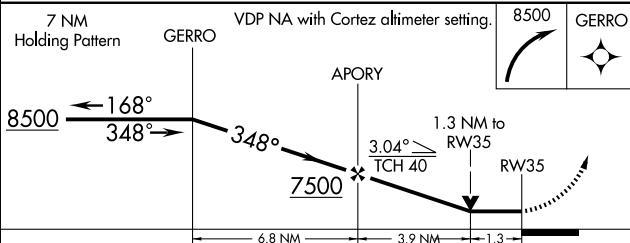
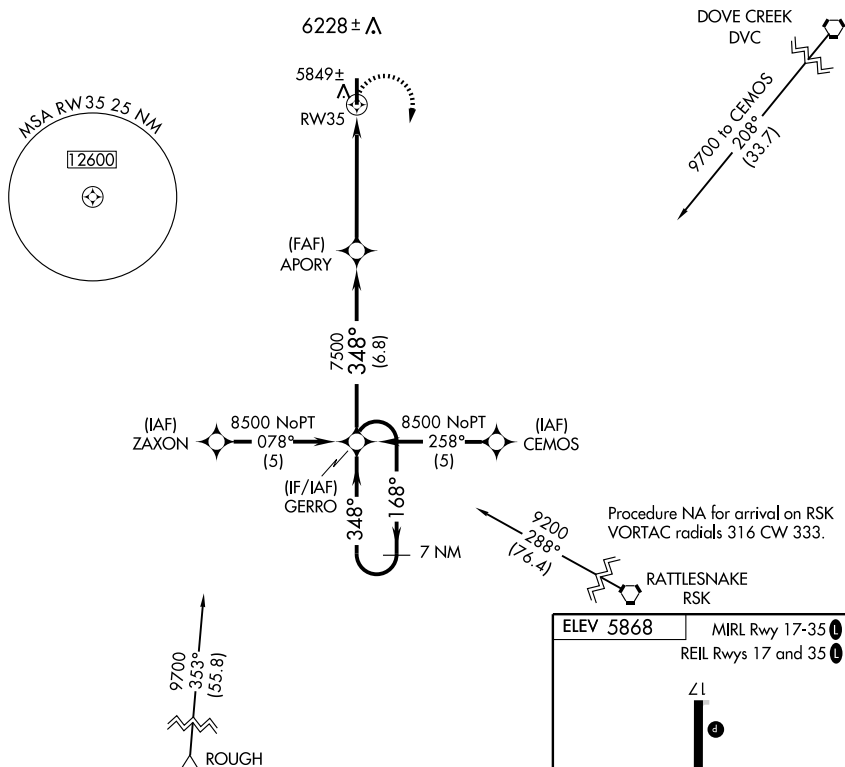
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△** NA When local altimeter setting not received, use Cortez altimeter setting and increase all MDA 120 feet; increase LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 8500 direct GERRO and hold.

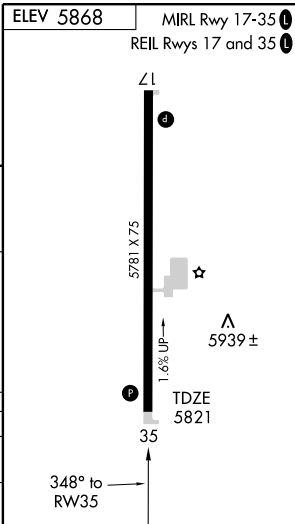
AWOS-3  
**127.75**

DENVER CENTER  
**127.55 343.95**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 6240-1                | 419 (400-1)           | 6240-1¼<br>419 (400-1¼) | NA |
| CIRCLING | 6380-1<br>512 (600-1) | 6400-1<br>532 (600-1) | 6460-1½<br>592 (600-1½) | NA |



## BOUNTIFUL

## SKYPARK

(BTF) 3 SW UTC-7(-6DT) N40°52.16' W111°55.63'

4234 B S4 FUEL 100LL, JET A TPA-5034(800) NOTAM FILE CDC

RWY 16-34: H4700X70 (ASPH) S-12.5 LIRL

RWY 16: VASI(V2L)—GA 3.0° TCH 11'. Thld dsplcd 390'. Bldg.

RWY 34: VASI(V2L)—GA 3.0° TCH 11'. Thld dsplcd 390'. Tree. Rgt tfc.

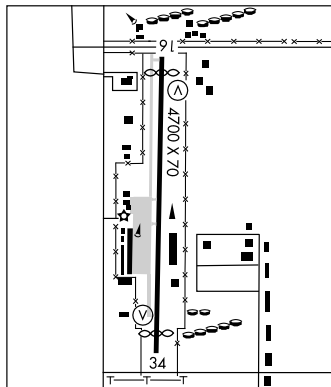
**AIRPORT REMARKS:** Attended Apr-Sep Mon-Sat 1400-0200Z, Apr-Sep Sun 1600-0000Z, Oct-Mar Mon-Sat 1400-0000Z, Oct-Mar Sun 1600-2200Z. 100LL and JET A self svc fuel avbl 24 hrs with credit card. Rwy 16-34 all dep will be to the E. ACTIVATE LIRL Rwy 16-34—CTAF. VASI Rwy 16 and Rwy 34 opr 24 hrs.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CITY CLNC DEL 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02' W111°58.92' 049° 2.7 NM to fld. 4220/16E.



SALT LAKE CITY

COPTER

L-9C, 11D

## BRIGHAM CITY

(BMC) 3 NW UTC-7(-6DT) N41°33.14' W112°03.73'

4229 B S4 FUEL 100LL, JET A NOTAM FILE CDC

RWY 17-35: H7501X100 (ASPH-GRVD) S-30 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0100Z. Self svc 100LL avbl 24 hrs with credit card. Birds invof apch end of Rwy 17. Mid rwy dep not authorized from Rwy 17 or Rwy 35. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 723-3852.**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ SALT LAKE CITY APP/DEP CON 121.1 CLNC DEL 126.0 OTS indef.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(L) **VORW/DME** 112.9 LHO Chan 76 N41°47.57' W112°00.59' 175° 14.6 NM to fld. 5358/14E.

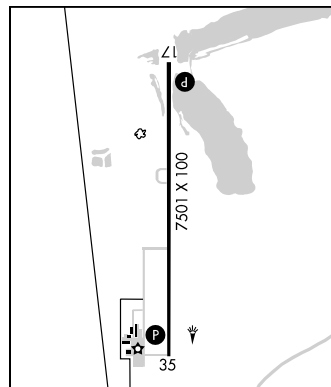
VOR portion unusable:

010°-045° byd 20 NM blo 15,000'  
 045°-070° byd 20 NM blo 16,000'  
 070°-110° byd 20 NM blo 15,000'  
 110°-155° byd 15 NM blo 12,000'  
 155°-215° byd 15 NM blo 15,000'  
 155°-215° byd 20 NM  
 305°-320° byd 20 NM blo 15,000'

DME portion unusable:

010°-045° byd 20 NM blo 15,000'  
 045°-070° byd 20 NM blo 16,000'  
 070°-125° byd 20 NM blo 15,000'

**NDB (MHW)** 294 BMC N41°30.95' W112°04.69' 002° 2.3 NM to fld. Unusable 340°-150° byd 10 NM.



SALT LAKE CITY

H-3D, L-11D

IAP

155°-245° byd 15 NM  
 245°-320° byd 20 NM blo 15,000'

NDB-A

BRIGHAM CITY (BMC)

|                       |                        |                             |                           |
|-----------------------|------------------------|-----------------------------|---------------------------|
| NDB BMC<br><b>294</b> | APP CRS<br><b>012°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>4229</b> |
|-----------------------|------------------------|-----------------------------|---------------------------|



NA

When local altimeter setting not received, use  
Ogden-Hinckley altimeter setting and increase all MDA  
100 feet and Cat C visibility ¼ mile.

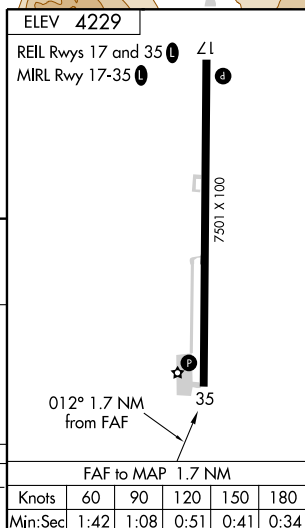
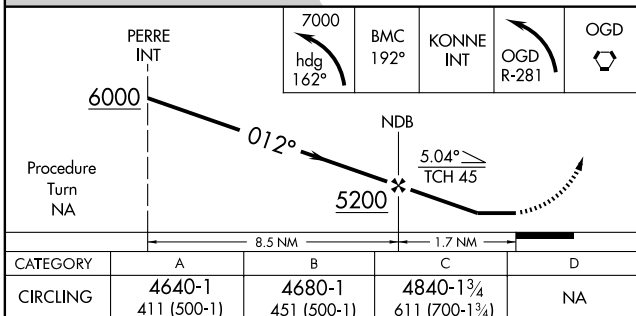
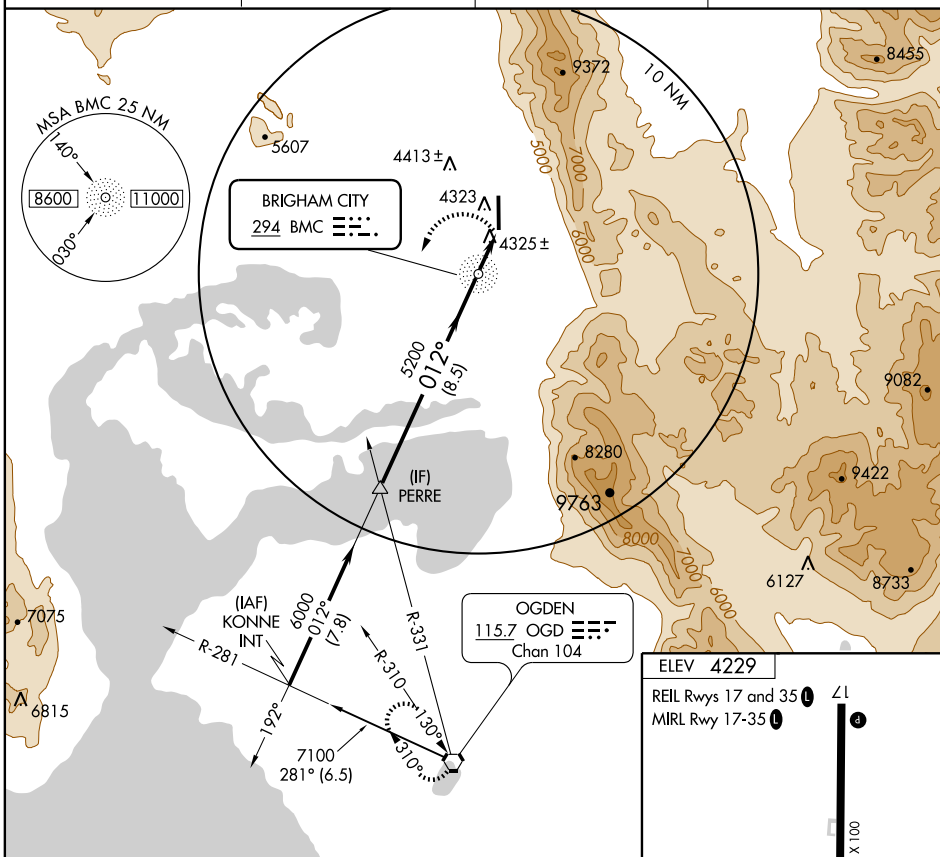
MISSED APPROACH: Climbing left turn to 7000 via heading  
162° and BMC NDB 192° bearing to KONNE INT and left  
turn via OGD VORTAC R-281 to OGD VORTAC and hold.

AWOS-3  
**135.075**

SALT LAKE CITY APP CON  
**121.1 319.25**

CLNC DEL  
**126.0**

UNICOM  
**123.05 (CTAF) 0**



BRIGHAM CITY, UTAH

Amdt 1 03JUN10

BRIGHAM CITY (BMC)

NDB-A

41° 33'N-112° 04'W

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

APP CRS **358°**  
 Rwy Idg **7501**  
 TDZE **4229**  
 Apt Elev **4229**

# RNAV (GPS) RWY 35

BRIGHAM CITY (BMC)

**▼** DME/DME RNP-0.3 NA. VDP NA with Ogden altimeter setting.  
**▲** NA When local altimeter setting not received, use Ogden altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.

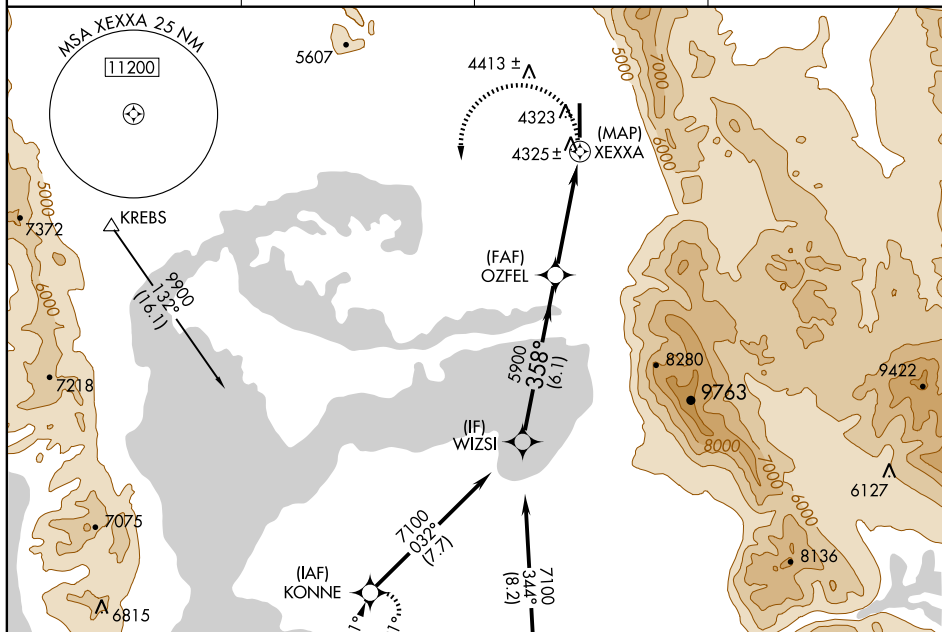
MISSED APPROACH: Climbing left turn to 7100 direct KONNE and hold.

AWOS-3  
**135.075**

SALT LAKE CITY APP CON  
**121.1 319.25**

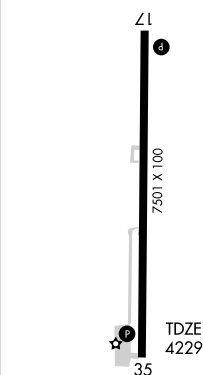
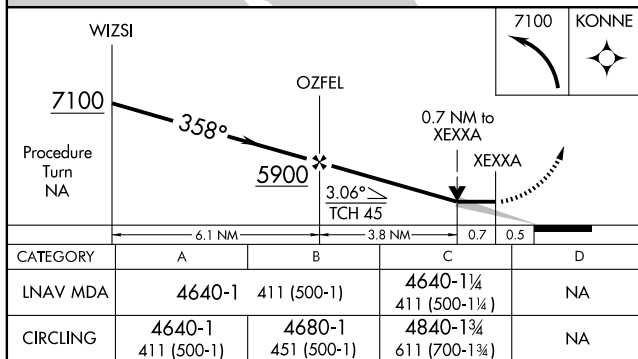
CLNC DEL  
**126.0**

UNICOM  
**123.05 (CTAF) ①**



Procedure NA for arrivals at OGD VORTAC on V21 southeast bound.

ELEV 4229



MIRL Rwy 17-35 ①  
 REIL Rwy 17 and 35 ①



**CEDAR CITY RGNL** (CDC) 2 NW UTC-7(-6DT) N37°42.06' W113°05.93'

LAS VEGAS

5622 B S4 FUEL 100LL, JET A OX 3, 4 TPA-6399(777) Class I, ARFF Index A

H-3D, L-9C

NOTAM FILE CDC

IAP

RWY 02-20: H8653X150 (ASPH-PFC) S-75, D-100, 2S-127, 2D-150 HIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 56'. 0.4% up.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Rgt tfc.

RWY 08-26: H4822X60 (ASPH) S-16.5 MIRL 0.9% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RWY 26: REIL. Road. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 08: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

RWY 20: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 26: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

**AIRPORT REMARKS:** Attended daltg hrs. For after hrs svc call

435-586-4504. 100LL fuel avbl 24 hrs self-svc credit card system. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager

435-586-2964. General Aviation acft not permitted on Air Carrier ramp. Rwy 08-26 Twy B not avbl for air carrier acft with over 30 passenger seats. Designated calm wind rwy (blo 5 knots) is Rwy 20, rgt tfc. Recommend pilots circle arpt for altitude before

departing eastbound due to fast rising terrain and high density altitude. Turbulence likely invof mountains and passes. Due to crown in Rwy 02-20 departing acft are unable to observe acft departing in opposite direction. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 08-26, MALSR Rwy 20,

REIL Rwy 02 and Rwy 08 and Rwy 26—CTAF. PAPI Rwy 02, Rwy 20 and Rwy 08 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.025 (435) 867-0278.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VOR/DME unusable: 180° 5.4 NM to fld. 5464/16E.

VOR/DME unusable:

060°-100° byd 20 NM

135°-175° byd 20 NM

100°-135° byd 15 NM

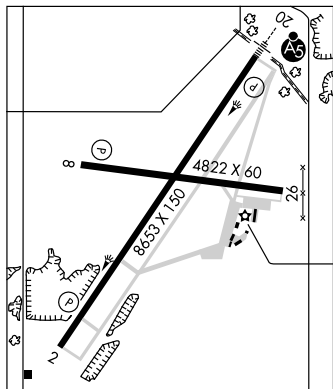
215°-255° byd 35 NM blo 10,500'

MEGGI NDB (LOM) 217 EC N37°47.47' W113°01.29'

200° 6.5 NM to fld.

Unusable 070°-150° byd 8 NM blo 14,000'.

ILS 110.1 I-ECC Rwy 20. Class IE. LOM MEGGI NDB.

**DELLE** N40°50.88' W112°48.03'

SALT LAKE CITY

RCO 122.5 (CEDAR CITY RADIO)

H-3D, L-9C, 11C

**DELTA MUNI** (DTA) 3 NE UTC-7(-6DT) N39°22.84' W112°30.46'

LAS VEGAS

4759 B FUEL 100LL, JET A NOTAM FILE CDC

H-3D, L-9C

RWY 12-30: H5935X85 (ASPH) S-21

IAP

RWY 12: Thld displcd 1060'. RWY 30: Thld displcd 275'.

RWY 17-35: H5500X75 (ASPH) S-16 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 30'. RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

**AIRPORT REMARKS:** Unattended. 24 hour self svc credit card fuel avbl. Rwy 17-35 15' knoll, unable to see acft on opposite end. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 864-4241.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.55 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VORTACW 116.1 DTA Chan 108 N39°18.14' W112°30.33' 343° 4.7 NM to fld. 4600/16E.

VOR unusable 045°-090° beyond 25 NM below 10,700'

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-ECC<br><b>110.1</b> | APP CRS<br><b>200°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8653</b><br><b>5600</b><br><b>5622</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS or LOC RWY 20

CEDAR CITY RGNL(CDC)

**V**  
**A** Circling not authorized east of Rwy 2-20.

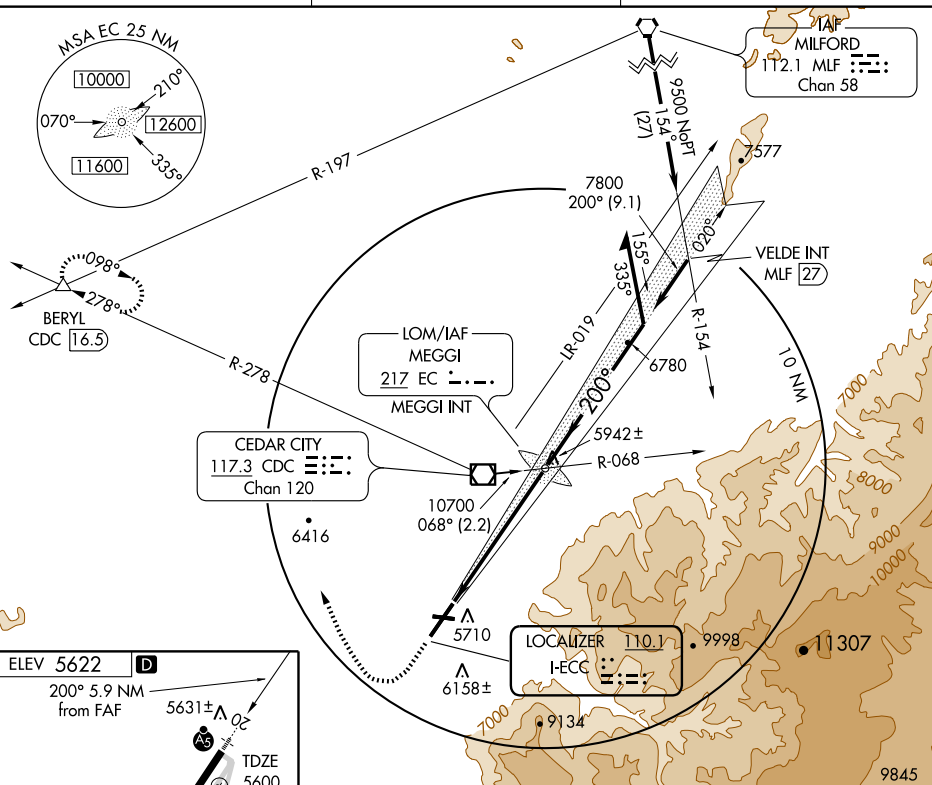


MISSED APPROACH: Climb to 6100, then climbing right turn to 9500 via heading 322° and CDC VOR/DME R-278 to BERYL Int/16.5 DME and hold.

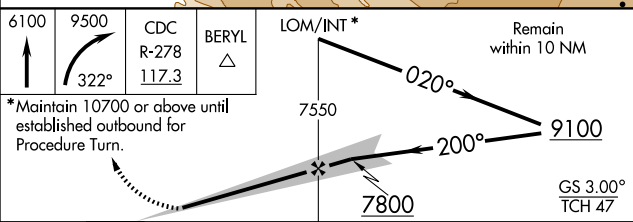
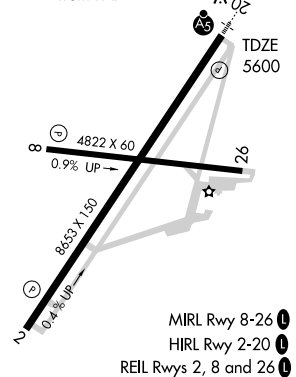
ASOS  
**119.025**

CEDAR CITY RADIO  
**122.6 255.4**

UNICOM  
**123.0 (CTAF)**



ELEV 5622 **D**  
200° 5.9 NM from FAF  
5631± **A**  
TDZE 5600



| CATEGORY | A                  | B                  | C                    | D                    |
|----------|--------------------|--------------------|----------------------|----------------------|
| S-ILS 20 | 5800-½ 200 (200-½) |                    |                      |                      |
| S-LOC 20 | 5960-½ 360 (400-½) |                    |                      | 5960-¾ 360 (400-¾)   |
| CIRCLING | 5980-1 358 (400-1) | 6080-1 458 (500-1) | 6080-1½ 458 (500-1½) | 6440-2¾ 818 (900-2¾) |

APP CRS  
**200°**Rwy Idg **8653**  
TDZE **5600**  
Apt Elev **5622****RNAV (GPS) RWY 20**  
CEDAR CITY RGNL (CDC)

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -26° C (-15° F)  
Circling not authorized east of Rwy 2-20.  
**IAF** ARM APPROACH MODE PRIOR TO IAF.

MALSR



MISSED APPROACH: Climb to 9500 via 200° course to ZUMAS WP then via 306° course to BERYL WP and hold.

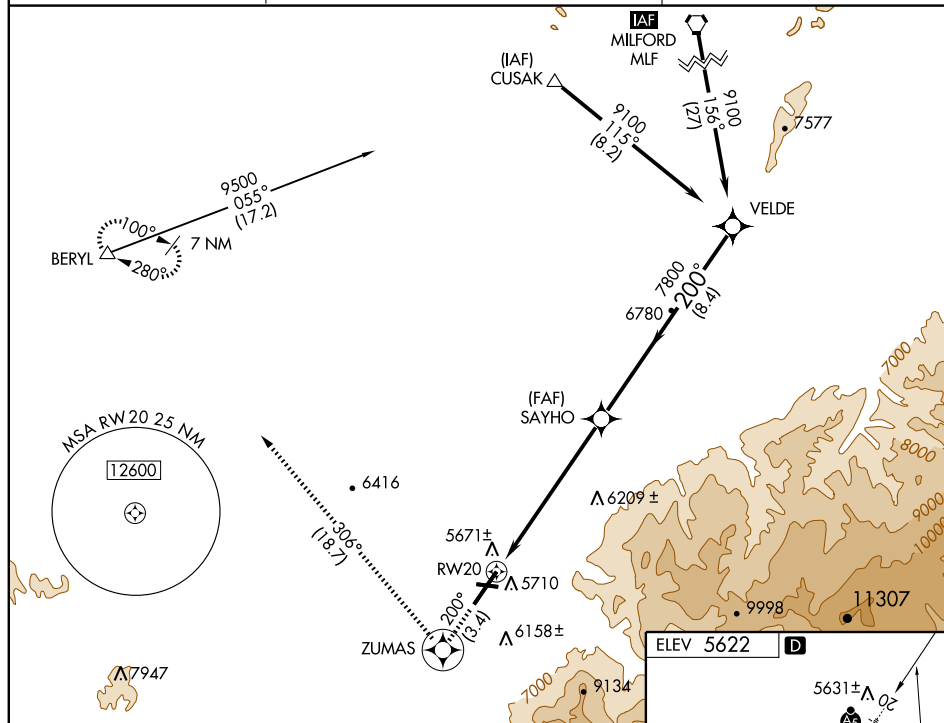
ASOS

**119.025**

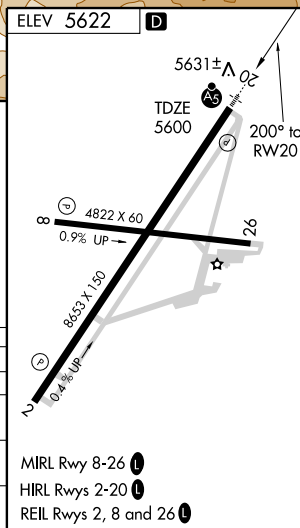
CEDAR CITY RADIO

**122.6 255.4**

UNICOM

**123.0 (CTAF) 1**

|            |                      |                      |                      |       |
|------------|----------------------|----------------------|----------------------|-------|
| 9500       | ZUMAS                | 306°                 | BERYL                | VELDE |
| 200° CRS   |                      | 306° CRS             |                      |       |
| *LNAV only | *1.9 NM to RW20      |                      |                      |       |
|            |                      |                      |                      |       |
|            | 1.9 NM               | 4.7 NM               | 8.4 NM               |       |
| CATEGORY   | A                    | B                    | C                    | D     |
| GLS DA     | NA                   |                      |                      |       |
| LNAV/VNAV  | 6000-1 400 (400-1)   |                      |                      |       |
| LNAV MDA   | 6260-1½ 660 (700-½)  | 6260-1¼ 660 (700-1¼) | 6260-1½ 660 (700-1½) |       |
| CIRCLING   | 6260-1½ 638 (700-1½) | 6260-1¾ 638 (700-1¾) | 6440-2¾ 818 (900-2¾) |       |



|   |                        |   |
|---|------------------------|---|
| VOR/DME CDC<br><b><u>117.3</u></b><br>Chan <b>120</b> | APP CRS<br><b>177°</b> | Rwy Idg <b>8653</b><br>TDZE <b>5600</b><br>Apt Elev <b>5622</b> |
|---|------------------------|---|

VOR RWY 20  
CEDAR CITY RGNL(CDC)

**T** Circling not authorized east of Rwy 2-20.  
**A** Inoperative table does not apply.

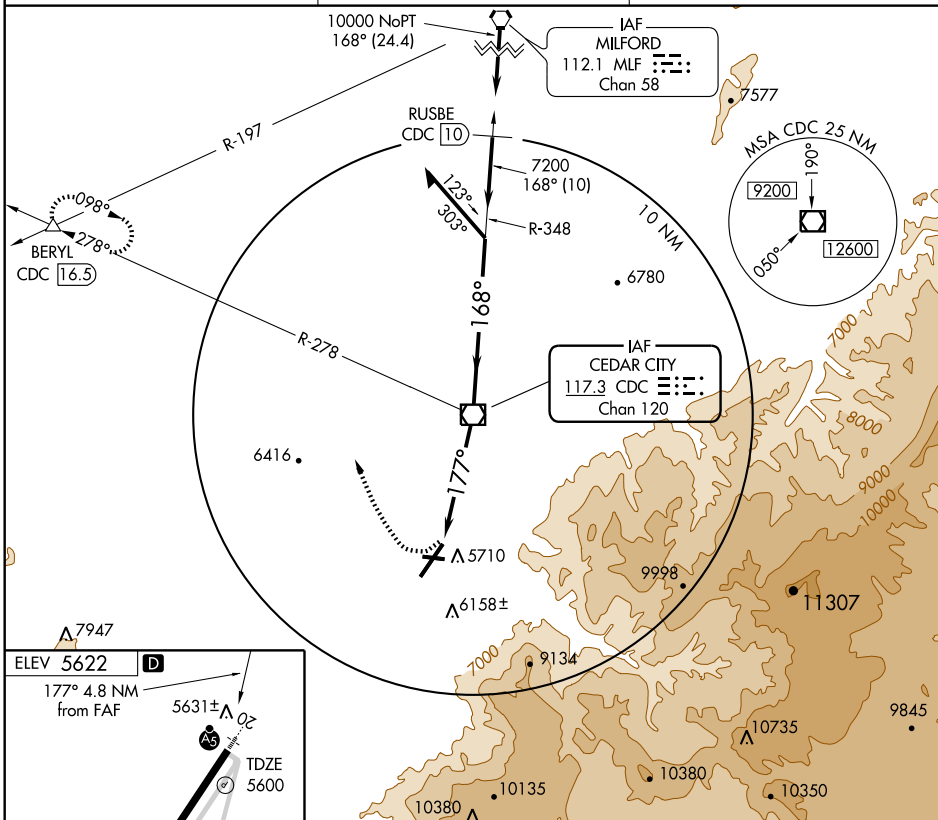
MALSR

**MISSED APPROACH:** Climbing right turn to 9500 via 322° heading and CDC R-278 to BERYL INT/ CDC 16.5 DME and hold.

ASOS  
**119.025**

CEDAR CITY RADIO  
122.6 255.4

UNICOM  
123.0 (CTAF) **L**



ELEV 5622

177° 4.8 NM  
from FAF

5631 ± 1

TDZE  
5600

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

9500  
322° HDG

|                       |            |
|-----------------------|------------|
| CDC<br>R-278<br>117.3 | BERYL<br>△ |
|-----------------------|------------|

VOR/DME\* 348°

Remain within 10 NM

9200

168°

7200

177°

3.07° TCH 53

\*Maintain 10700 or above until established outbound for Procedure Turn.

| CATEGORY | A                     | B                     | C  | D  |
|----------|-----------------------|-----------------------|--|--|
| S-20     | 6020-1                | 420 (400-1)           | 6020-1 $\frac{1}{4}$                               | 420 (400-1 $\frac{1}{4}$ )                         |
| CIRCLING | 6020-1<br>398 (400-1) | 6080-1<br>458 (500-1) | 6080-1 $\frac{1}{2}$<br>458 (500-1 $\frac{1}{2}$ ) | 6440-2 $\frac{3}{4}$<br>818 (900-2 $\frac{3}{4}$ ) |

CEDAR CITY, UTAH  
Amdt 6B 09351

37°42'N-113°06'W

CEDAR CITY RGNL(CDC)  
VOR RWY 20

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

**CEDAR CITY RGNL** (CDC) 2 NW UTC-7(-6DT) N37°42.06' W113°05.93'

LAS VEGAS

5622 B S4 FUEL 100LL, JET A OX 3, 4 TPA-6399(777) Class I, ARFF Index A

H-3D, L-9C

NOTAM FILE CDC

IAP

RWY 02-20: H8653X150 (ASPH-PFC) S-75, D-100, 2S-127, 2D-150 HIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 56'. 0.4% up.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Rgt tfc.

RWY 08-26: H4822X60 (ASPH) S-16.5 MIRL 0.9% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RWY 26: REIL. Road. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 08: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

RWY 20: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 26: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

**AIRPORT REMARKS:** Attended daltg hrs. For after hrs svc call

435-586-4504. 100LL fuel avbl 24 hrs self-svc credit card system. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager

435-586-2964. General Aviation acft not permitted on Air Carrier ramp. Rwy 08-26 Twy B not avbl for air carrier acft with over 30 passenger seats. Designated calm wind rwy (blo 5 knots) is Rwy 20, rgt tfc. Recommend pilots circle arpt for altitude before

departing eastbound due to fast rising terrain and high density altitude. Turbulence likely invof mountains and passes. Due to crown in Rwy 02-20 departing acft are unable to observe acft departing in opposite direction. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 08-26, MALSR Rwy 20,

REIL Rwy 02 and Rwy 08 and Rwy 26—CTAF. PAPI Rwy 02, Rwy 20 and Rwy 08 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.025 (435) 867-0278.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VOR/DME unusable: 180° 5.4 NM to fld. 5464/16E.

VOR/DME unusable:

060°-100° byd 20 NM

135°-175° byd 20 NM

100°-135° byd 15 NM

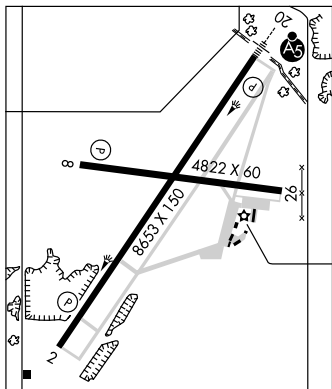
215°-255° byd 35 NM blo 10,500'

MEGGI NDB (LOM) 217 EC N37°47.47' W113°01.29'

200° 6.5 NM to fld.

Unusable 070°-150° byd 8 NM blo 14,000'.

ILS 110.1 I-ECC Rwy 20. Class IE. LOM MEGGI NDB.

**DELLE** N40°50.88' W112°48.03'

SALT LAKE CITY

RCO 122.5 (CEDAR CITY RADIO)

H-3D, L-9C, 11C

**DELTA MUNI** (DTA) 3 NE UTC-7(-6DT) N39°22.84' W112°30.46'

LAS VEGAS

4759 B FUEL 100LL, JET A NOTAM FILE CDC

H-3D, L-9C

RWY 12-30: H5935X85 (ASPH) S-21

IAP

RWY 12: Thld displcd 1060'.

RWY 30: Thld displcd 275'.

RWY 17-35: H5500X75 (ASPH) S-16 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

**AIRPORT REMARKS:** Unattended. 24 hour self svc credit card fuel avbl. Rwy 17-35 15' knoll, unable to see acft on opposite end. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 864-4241.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.55 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VORTACW 116.1 DTA Chan 108 N39°18.14' W112°30.33' 343° 4.7 NM to fld. 4600/16E.

VOR unusable 045°-090° beyond 25 NM below 10,700'

APP CRS  
**166°**

Rwy ldg **5500**  
TDZE **4759**  
Apt Elev **4759**

# RNAV (GPS) RWY 17

DELTA MUNI (DTA)

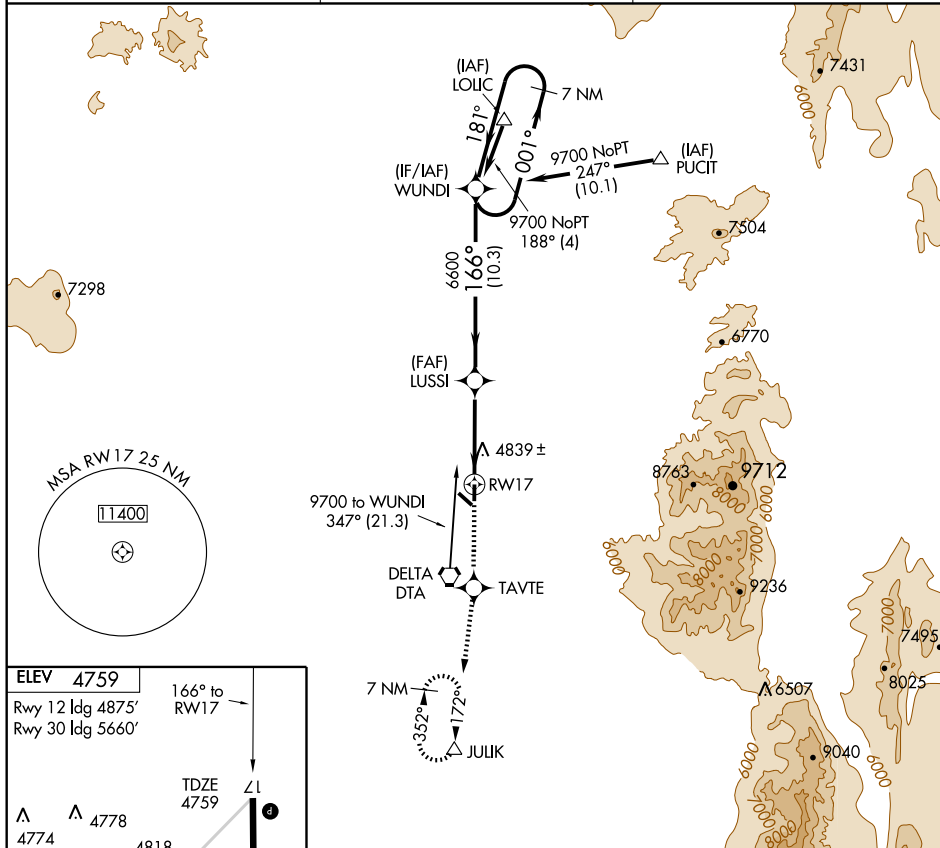
**V** DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night.  
**A** NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 12000 direct TAVTE and via 173° track to JULIK and hold, continue climb-in-hold to 12000.

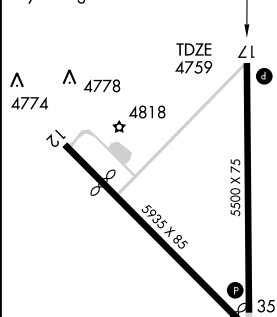
AWOS-3  
**127.75**

CEDAR CITY RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF)**



ELEV 4759  
Rwy 12 ldg 4875'  
Rwy 30 ldg 5660'



MIRL Rwy 17-35  
REIL Rws 17 and 35

|              |                       |                       |                         |                       |                      |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|----------------------|
| 12000        | TAVTE                 | 173° track            | JULIK                   | WUNDI                 | 7 NM Holding Pattern |
| 1 NM to RW17 | 1 NM to RW17          | 3.04° TCH 40          | 166°                    | 001°                  | 181°                 |
| 1 NM         | 4.6 NM                | 10.3 NM               | 6600                    | 9700                  | 9700                 |
| CATEGORY     | A                     | B                     | C                       | D                     |                      |
| LNAV MDA     | 5100-1                | 341 (400-1)           |                         |                       |                      |
| CIRCLING     | 5140-1<br>381 (400-1) | 5220-1<br>461 (500-1) | 5220-1½<br>461 (500-1½) | 5320-2<br>561 (600-2) |                      |

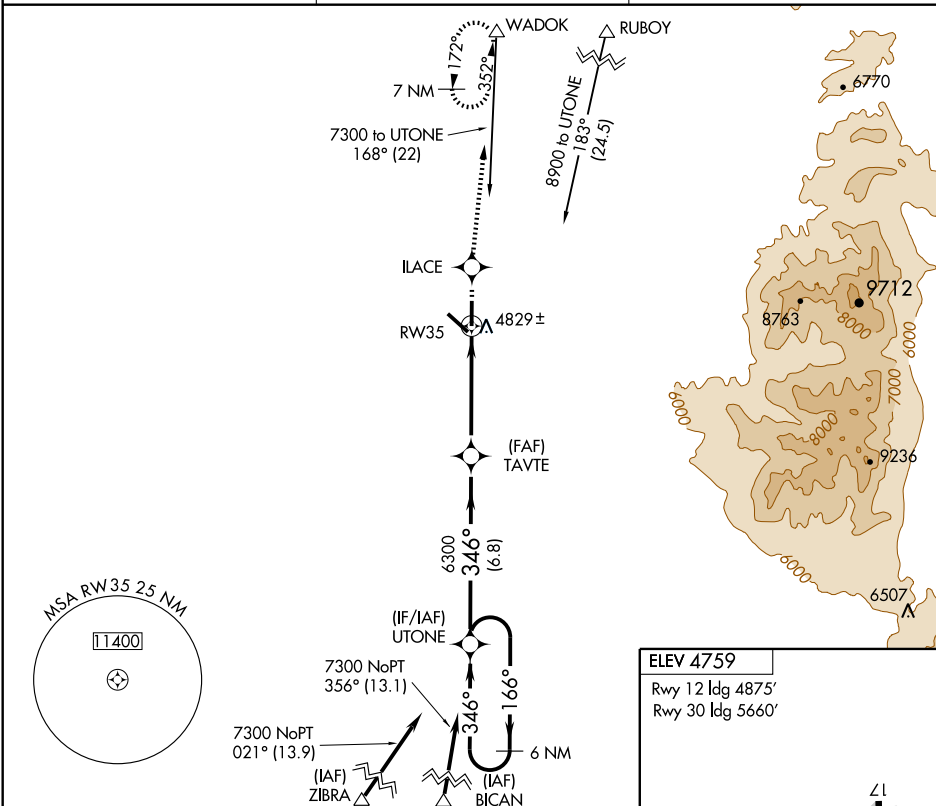
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>346°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>4758</b><br><b>4759</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 35

DELTA MUNI (DTA)

|           |  |   |
|-----------|--|---|
| ▼<br>▲ NA | DME/DME RNP-0.3 NA.<br>Circling to Rwy 30 NA at night.<br>If local altimeter setting not received, procedure NA. | MISSED APPROACH: Climb to 11000 direct ILACE and via 352° track to WADOK and hold, continue climb-in-hold to 11000. |
|-----------|--|---|

|                         |                                   |  |
|-------------------------|-----------------------------------|--|
| AWOS-3<br><b>127.75</b> | CEDAR CITY RADIO<br><b>122.1R</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|-------------------------|-----------------------------------|--|



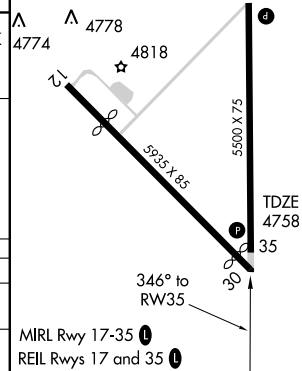
|   |                       |   |                         |  |  |
|---|-----------------------|---|-------------------------|--|--|
| 6 NM Holding Pattern                                |                       | UTONE   |                         | <div>11000</div> <div>ILACE</div> <div>352° track</div> <div>WADOK</div> |  |
| <div>7300</div> <div>← 166°</div> <div>346° →</div> |                       | TAVTE   |                         |  |  |
| VGS and descent angles not coincident.              |                       | <div>0.9 NM to RW35</div> <div>3.04° TCH 40</div> <div>RW35</div> |                         |  |  |
|   |                       | 6.8 NM  |                         | 3.8 NM   |  |
|   |                       |   |                         | 0.9  |  |
| CATEGORY  | A                     | B   | C                       | D  |  |
| LNAV MDA  | 5080-1 322 (400-1)    |   |                         |  |  |
| CIRCLING  | 5140-1<br>381 (400-1) | 5220-1<br>461 (500-1)   | 5220-1½<br>461 (500-1½) | 5320-2<br>561 (600-2)  |  |

MIRL Rwy 17-35

REIL Rwy 17 and 35

ELEV 4759

Rwy 12 ldg 4875'  
Rwy 30 ldg 5660'



|  |                        |   |
|--|------------------------|---|
| VORTAC DTA<br><b><u>116.1</u></b><br>Chan <b>108</b> | APP CRS<br><b>166°</b> | Rwy Idg <b>5500</b><br>TDZE <b>4759</b><br>Apt Elev <b>4759</b> |
|--|------------------------|---|

VOR/DME RWY 17

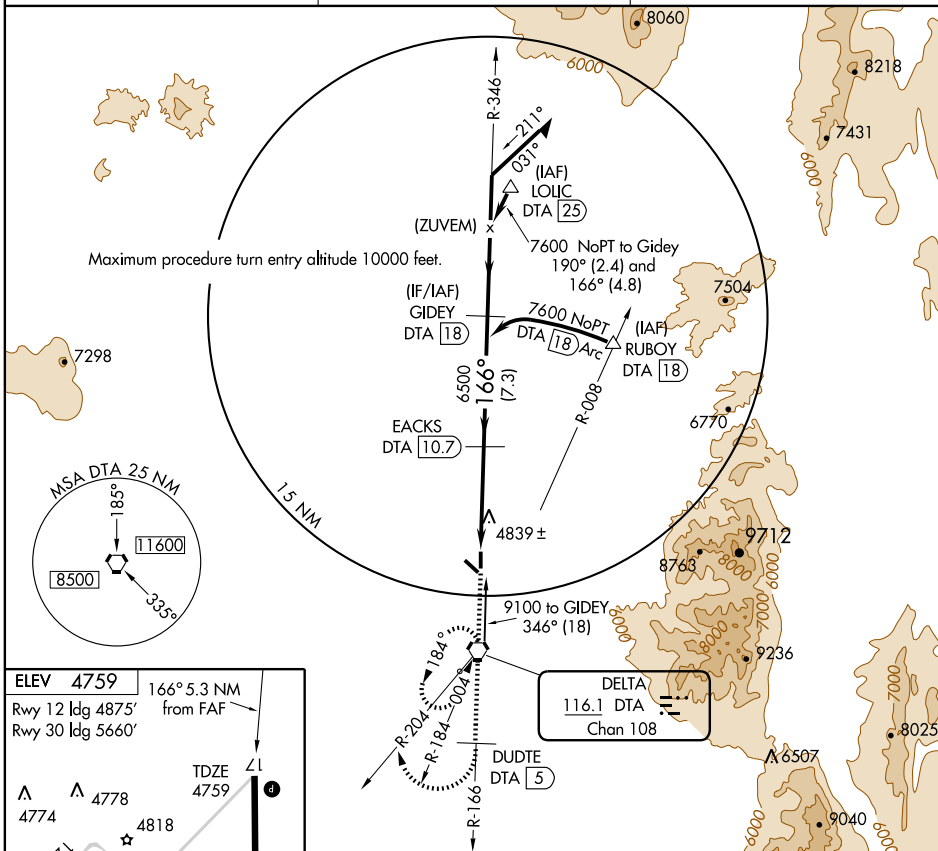
DELTA MUNI (DTA)

- T** Circling to Rwy 30 NA at night.  
**A** NA If local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climb to 9600 via DTA VORTAC R-346 and R-166 to DUDTE/5 DME and climbing right turn via DTA VORTAC R-204 to DTA VORTAC and hold, continue climb-in-hold to 9600.

AWOS-3  
**127.75**

CEDAR CITY RADIO  
122.1R

UNICOM  
122.8 (CTAF) **L**

ELEV 4759

Rwy 12 ldg 4875'

Rwy 30 ldg 5660'

166° 5.3 NM from FAF

TDZE 4759

4774

4778

4818

59.35 X 95

55.00 X 75

MRL Rwy 17-35

REIL Rwy 17 and 35

| Knots   | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec |    |    |     |     |     |

| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-17     |                       | 5100-1                | 341 (400-1)             |                       |
| CIRCLING | 5140-1<br>381 (400-1) | 5220-1<br>461 (500-1) | 5220-1½<br>461 (500-1½) | 5320-2<br>561 (600-2) |



|  |                        |   |
|--|------------------------|---|
| VORTAC DTA<br><b><u>116.1</u></b><br>Chan <b>108</b> | APP CRS<br><b>346°</b> | Rwy Idg <b>5500</b><br>TDZE <b>4758</b><br>Apt Elev <b>4759</b> |
|--|------------------------|---|

VOR RWY 35  
DELTA MUNI (DTA)

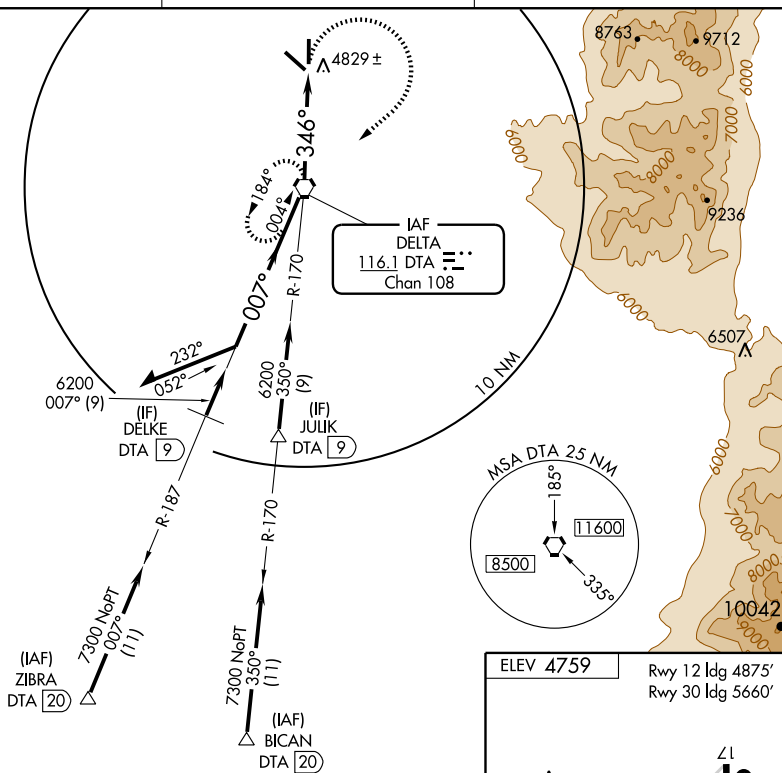
**T** Circling to Rwy 30 NA at night.  
**A** NA If local altimeter setting not received, procedure, NA.

**MISSED APPROACH:** Climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

AWOS-3  
127.75

CEDAR CITY RADIO  
122.1R

UNICOM  
122.8 (CTAF) **L**



SW-4. 23 SEP 2010 to 21 OCT 2010

Remain  
within 10 NM

VORTAC

7300

VGSI and descent angles  
not coincident.

 $3.00^\circ$ 

TCH 40

- 3448

546%

2.2 NM

R



0-114

0-1 1/4  
20-1 1/4)

$$0-1\frac{1}{4}$$

00-1 1/4)

---

|   |   |
|---|---|
| 9600  | DTA   |
|  |  |
|   | <u>116.1</u>  |

DTA

#### 4.4

1

+

|  |  |
|--|--|
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|  |  |
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|  |  |
|  |  |

4

3

4

3

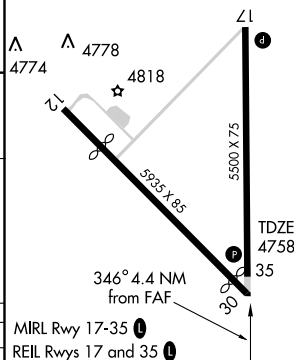
|  |  |
|--|--|
|  |  |
|--|--|

.....

2°30'

ELEV 4759

Rwy 12 ldg 4875'  
Rwy 30 ldg 5660'



| FAF to MAP 4.4 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

DELTA, UTAH  
Amdt 3 05356

39°23'N - 112°30'W

DELTA MUNI (DTA)  
VOR RWY 35

**DUCHESNE MUNI** (U69) 2 NE UTC-7(-6DT) N40°11.51' W110°22.86'

SALT LAKE CITY

5826 B FUEL 100LL NOTAM FILE CDC

H-3E, L-9D, 11D

RWY 17-35: H5800X60 (ASPH) S-12.5 MIRL 0.9% up N

IAP

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40°. Fence.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40°.

08-26: 4390X75 (DIRT) 0.6% up W

RWY 08: Fence. RWY 26: Tree.

**AIRPORT REMARKS:** Attended on call. Svcs are avbl by request

435-738-2464 Mon-Fri, 1600-0000Z† after hours call

435-738-5538. Rwy 08-26 CLOSED indef. Rwy 17-35 cracking and access ramp cracking with loose chips. Rwy 08-26 rough and rutty. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.

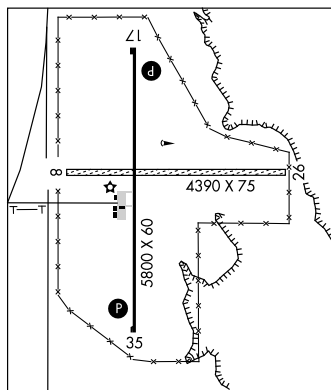
**COMMUNICATIONS:** CTAF/AUNICOM 122.8

MYTON RCO 122.1R 112.7T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MYTON (H) VORTAC 112.7 MTU Chan 74 N40°08.95'

W110°07.66' 268° 11.9 NM to fld. 5396/14E.

**DUGWAY PROVING GROUND** (See MICHAEL AAF)**DUTCH JOHN** (33U) 1 SW UTC-7(-6DT) N40°55.07' W109°23.44'

SALT LAKE CITY

6561 NOTAM FILE CDC

H-3E, L-9D, 11D

RWY 11-29: H6000X60 (ASPH)

RWY 11: Road. RWY 29: Trees.

RWY 03-21: 4650X150 (TURF-DIRT)

RWY 07-25: 4450X100 (TURF-DIRT)

**AIRPORT REMARKS:** Unattended. Rwy 03-21 CLOSED indef. Rwy 07-25 CLOSED indef. Deer and elk on and invof arpt.

Rwy 11-29 shortened on northwest end. Acft in excess of 12,500 lbs maximum gross weight prohibited from using arpt. Two crossing dirt/turf rwys appear to be open but are CLOSED and not maintained. Rwy 03-21 not maintained, numerous rodent holes, numerous trees on apch ends. Rwy 07-25 not maintained, numerous rodent holes, numerous trees on apch ends.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

VERNAL (L) VORW/DME 108.2 VEL Chan 19 N40°22.74' W109°29.60' 353° 32.6 NM to fld. 5344/15E.

**ESCALANTE MUNI** (1L7) 2 SE UTC-7(-6DT) N37°44.72' W111°34.21'

LAS VEGAS

5733 B NOTAM FILE CDC

H-3D, L-9C

RWY 13-31: H5000X60 (ASPH) S-12.5 MIRL

RWY 13: Rgt tfc. RWY 31: Hill.

**AIRPORT REMARKS:** Unattended. Rwy 13-31 has a dip approximately mid-field. Clsd landing strip is used for state highway mix, from air it looks like a rwy. Rwy 13-31 numerous rwy lgts broken. ACTIVATE MIRL Rwy 13-31—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35' W112°18.23' 069° 35.1 NM to fld. 9040/15E.

**FAIRFIELD** N40°16.49' W111°56.43' NOTAM FILE CDC.

SALT LAKE CITY

(H) VORTAC 116.6 FFU Chan 113 094° 10.7 NM to Provo Muni. 7690/16E.

COPTER

VORTAC unusable:

H-3D, L-9C, 11D

005°-040° byd 30 NM blo 12,900'

060°-090° byd 25 NM blo 12,600'

040°-060° byd 10 NM blo 16,000'

RCO 122.25 (CEDAR CITY RADIO)

|  |                        |  |
|--|------------------------|--|
| VORTAC MTU<br><b>112.7</b><br>Chan <b>74</b> | APP CRS<br><b>269°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>5826</b> |
|--|------------------------|--|

**VOR/DME-A**  
DUCHESNE MUNI (TJ69)

**NA** Use Vernal altimeter setting; when not received, procedure not authorized.

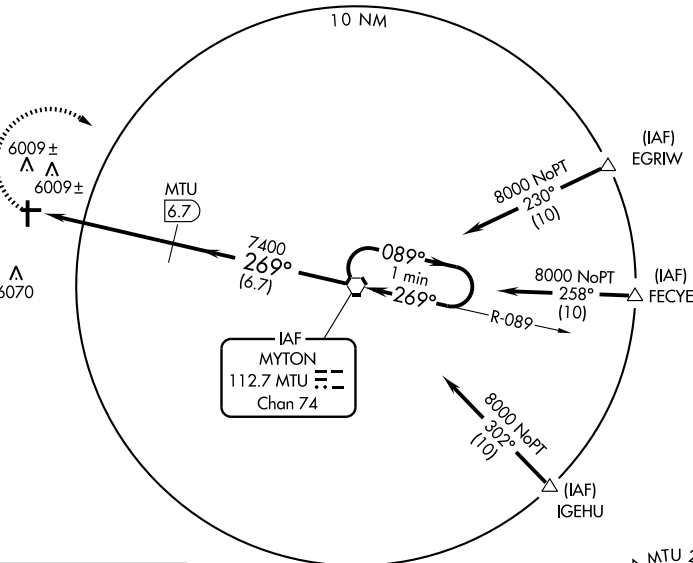
**MISSED APPROACH:** Climbing right turn to 8000 direct MTU VORTAC and hold.

VERNAL ASOS  
**135.175**

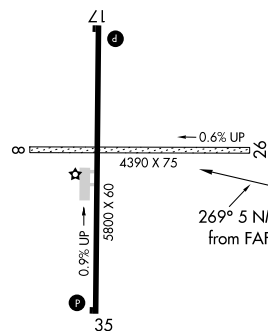
CEDAR CITY RADIO  
**122.1R**

UNICOM  
**122.8** (CTAF) **0**

**7003 ±**

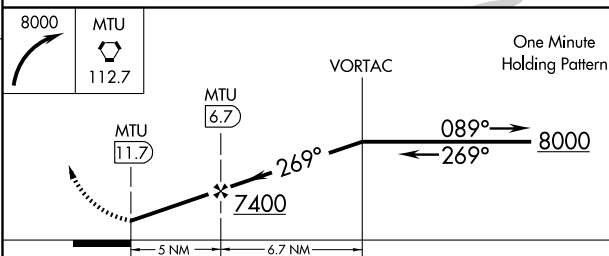


ELEV **5826**



REIL Rwy 17 and 35 **0**

MIRL Rwy 17-35 **0**



| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| CIRCLING | 6660-1<br>834 (900-1) | 6660-1¼<br>834 (900-1¼) | 6660-2½<br>834 (900-2½) | NA |

## AIRPORT DIAGRAM

AFD-5071 [USA]

DUGWAY PROVING GROUND, UTAH

CLOVER CONTROL SOUTH  
134.1 363.5  
CTAF  
126.2 270.3

40°13'N

40°12'N

40°11'N

112°57'W

112°56'W

112°55'W

DECONTAMINATION PAD  
450 x 250

APRIL 2008  
ANNUAL RATE OF CHANGE  
0.1° W

CONTROL  
TOWER  
4435

Rwy 12 Idg 10,000'  
Rwy 30 Idg 10,000'

RWY 12-30  
PCN 73 R/B/W/T

FIELD  
ELEV  
4350

SW-4, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

DUGWAY PROVING GROUND, UTAH

MICHAEL AAF (KDPG)

**MANILA** (40U) 2 E UTC-7(-6DT) N40°59.16' W109°40.71'

6175 B NOTAM FILE CDC

RWY 07-25: H5300X60 (ASPH) S-26 MIRL

RWY 07: Hill.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 07-25—CTAF.

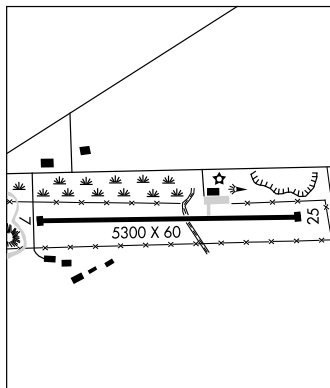
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

VERNAL (L) VORW/DME 108.2 VEL Chan 19 N40°22.74'  
W109°29.60' 332° 37.4 NM to fld. 5344/15E.

SALT LAKE CITY

H-3E, L-9D, 11D



**MANTI-EPHRAIM** (41U) 4 NE UTC-7(-6DT) N39°19.75' W111°36.88'

5500 B S2 NOTAM FILE CDC

RWY 03-21: H4584X75 (ASPH-PFC) S-24 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. P-lines.

**AIRPORT REMARKS:** Unattended. For svcs call 435-851-2797.

ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

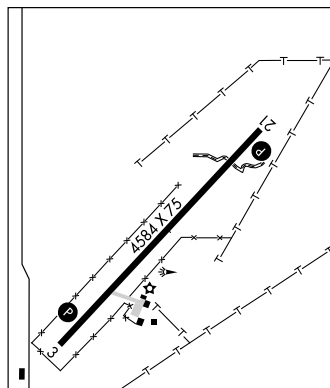
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

HANKSVILLE (H) VORTACW 115.9 HVE Chan 106 N38°25.01'  
W110°41.98' 307° 69.5 NM to fld. 4430/15E.

LAS VEGAS

L-9C



**MEGGI** N37°47.47' W113°01.29' NOTAM FILE CDC.

NDB (LOM) 217 EC 200° 6.5 NM to Cedar City Rgnl. Unusable 070°-150° byd 8 NM blo 14,000'.

LAS VEGAS

**MICHAEL AAF** (DUGWAY PROVING GROUND) (DPG)(KDPG) A 9 W UTC-7(-6DT)

N40°11.84' W112°56.10'

4349 B TPA—See Remarks NOTAM FILE CDC Not insp.

RWY 12-30: H11000X150 (PEM-GRVD) PCN 73 R/B/W/T HIRL

RWY 12: SALS. PAPI(P4R). Thld dspclcd 1000'. RWY 30: PAPI(P4L) AF OVRN. Thld dspclcd 1002'.

**ARRESTING GEAR/SYSTEM**

SALT LAKE CITY

H-3D, L-9C, 11C

DIAP, AD

HOOK E5 (1965) → RWY 30

**MILITARY SERVICE:** LGT ACTIVATE HIRL Rwy 12-30, twy lgts—CTAF (VHF only). JASU 1(A/M32A-86)

1(A/M32A-60) FUEL J8. Identaplate rqr. TRAN ALERT Opr Mon-Thu 1400-0030Z† except holidays.

**MILITARY REMARKS:** Attended Mon-Thu 1400-0030Z† except holidays. See FLIP AP/1 Supplementary Arpt

Information. RSTD PPR for ldg and fuel; ctc Base OPS DSN 789-5322, C435-831-5322. CAUTION Potential for wild animals to cross rwy and foreign object damage haz during high wind conditions. Bird activity monitored on request. TFC PAT TPA—Fixed wing 6000(1651), Rotary wing 5000(651).

**COMMUNICATIONS:** CTAF 126.2 270.3


RANGE CON 36.1 126.2 270.0 CLOVER CON SOUTH 134.1 363.5 FIRE STATION 126.2R

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

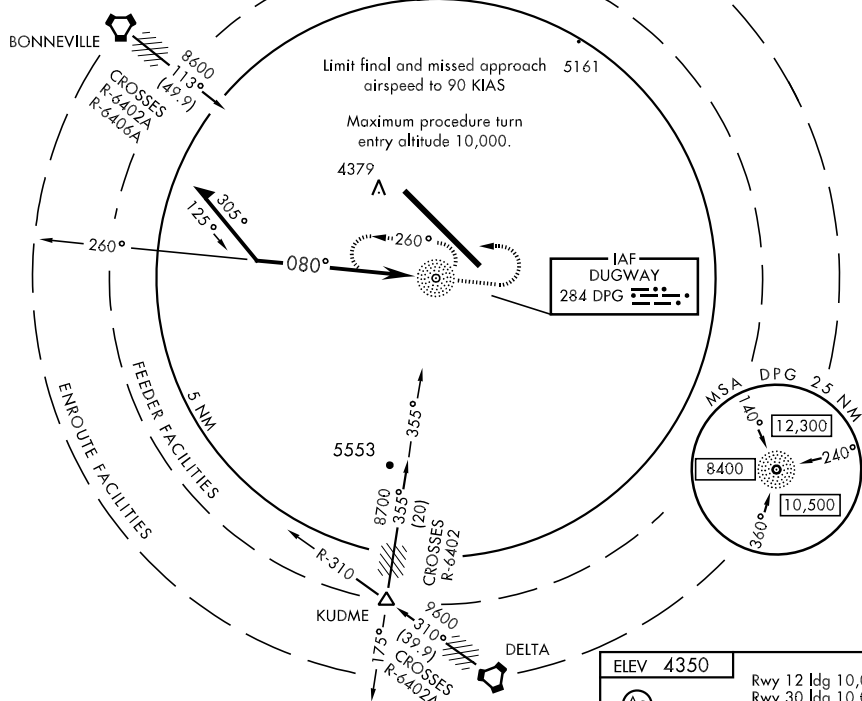
(T) TACAN Chan 79 MIJ (113.2) N40°11.51' W112°55.34' at fld. 4347/13E. No NOTAM MP Mon 1300-1500Z†.

DUGWAY NDB (HW) 284 DPG N40°10.95' W112°56.25' at fld.

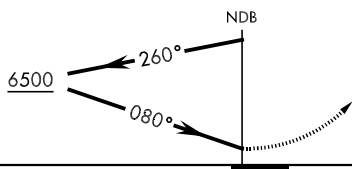
|                       |                         |   |               |                    |
|-----------------------|-------------------------|---|---------------|--------------------|
| NDB DPG<br><b>284</b> | APCH CRS<br><b>080°</b> | Rwy Idg <b>10,000</b><br>TDZE <b>N/A</b><br>Arpt Elev <b>4350</b> | AL-5071 [USA] | MICHAEL AAF (KDPG) |
|-----------------------|-------------------------|---|---------------|--------------------|

|  |  |   |
|--|--|---|
|  NA | * Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting. | MISSED APPROACH: Climbing left turn to 6500 in DPG NDB holding pattern. |
| CLOVER CON<br><b>134.1 363.5</b>   |  | CTAF<br><b>126.2 0 270.3</b>  |

Procedure lies within restricted areas, PPR.  
Limit final and missed approach  
airspeed to 90 KIAS.



Remain  
within 5 NM  
of DPG NDB



|                                      |        |        |          |
|--------------------------------------|--------|--------|----------|
| CATEGORY                             |        | COPTER |          |
| H-080°                               | 5160-1 | 809    | (900-1)  |
| * WENDOVER ALTITUDE SETTING MINIMUMS |        |        |          |
| H-080°                               | 5320-1 | 969    | (1000-1) |

080° to NDB

4435

HIRL Rwy 12-30

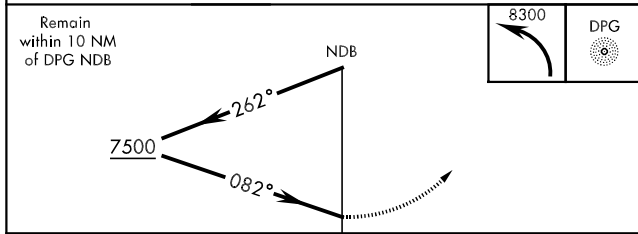
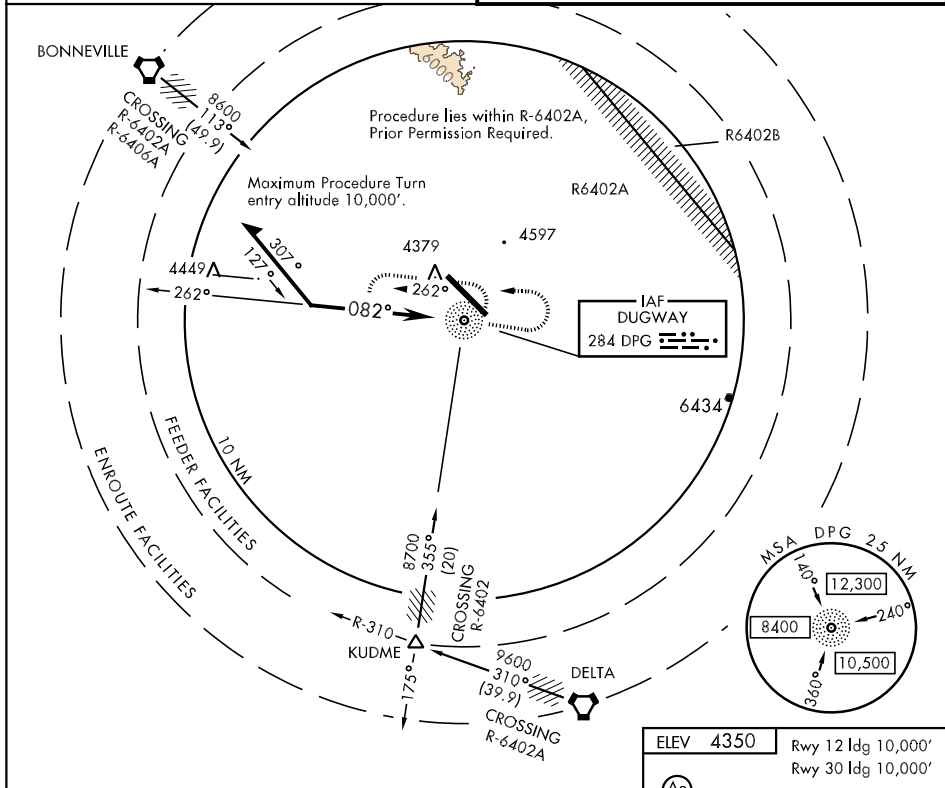
|     |     |          |           |         |
|-----|-----|----------|-----------|---------|
| NDB | DPG | APCH CRS | Rwy Idg   | 10,000' |
| 284 |     | 082°     | TDZE      | N/A     |
|     |     |          | Arpt Elev | 4350    |

AL-5071 [USA]

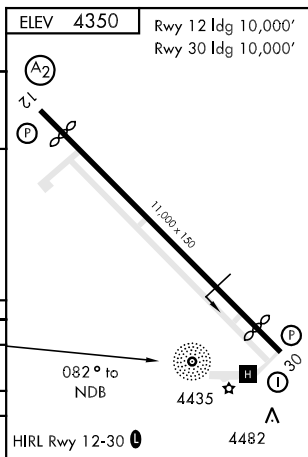
MICHAEL AAF (KDPG)

|                      |   |  |
|----------------------|---|--|
| <p>▼</p> <p>▲ NA</p> | <p>* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.</p> | <p>MISSED APPROACH: Climbing left turn to 8300 in DPG NDB holding pattern.</p> |
|----------------------|---|--|

|                                      |                                |
|--------------------------------------|--------------------------------|
| <p>CLOVER CON</p> <p>134.1 363.5</p> | <p>CTAF</p> <p>126.2 270.3</p> |
|--------------------------------------|--------------------------------|



| CATEGORY                              | A                         | B                         | C                       | D |
|---------------------------------------|---------------------------|---------------------------|-------------------------|---|
| CIRCLING                              | 6000-1¼<br>1649 (1700-1¼) | 6000-1½<br>1649 (1700-1½) | 6000-3<br>1649 (1700-3) |   |
| * WENDOVER ALTIMETER SETTING MINIMUMS |                           |                           |                         |   |
| CIRCLING                              | 6160-1¼<br>1809 (1900-1¼) | 6160-1½<br>1809 (1900-1½) | 6160-3<br>1809 (1900-3) |   |



APCH CRS **122°** Rwy ldg **10,000'**  
 TDZE **4342**  
 Arpt Elev **4350**

AL-5071 [USA]

MICHAEL AAF (KDPG)

▼ \* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.  
 ▲ NA

SALSF  
 A2

MISSED APPROACH: Climbing right  
 turn to 8000 direct GOYVE and hold.

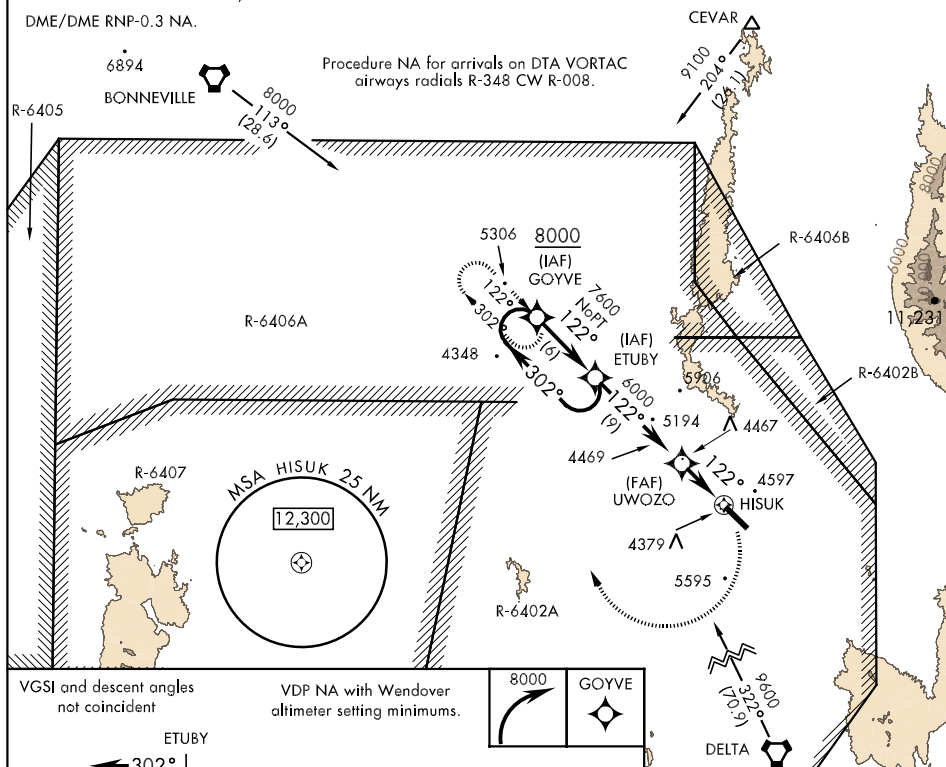
CLOVER CON  
**134.1 363.5**

CTAF  
**126.2 0270.3**

Procedure lies within R-6402A, PPR.

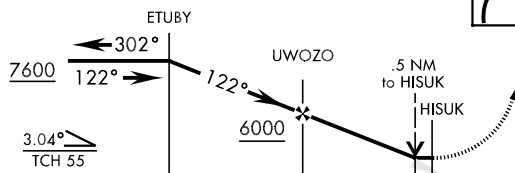
DME/DME RNP-0.3 NA.

Procedure NA for arrivals on DTA VORTAC  
 airways radials R-348 CW R-008.



VGS and descent angles  
 not coincident

VDP NA with Wendover  
 altimeter setting minimums.



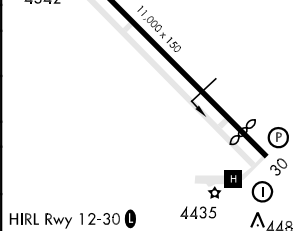
| CATEGORY | A                  | B                  | C                  | D                  | E                    |
|----------|--------------------|--------------------|--------------------|--------------------|----------------------|
| LNAV MDA | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 5120-2 778 (800-2)   |
| CIRCLING | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |

\* WENDOVER ALTIMETER SETTING MINIMUMS

|          |                    |                    |                    |                      |
|----------|--------------------|--------------------|--------------------|----------------------|
| LNAV MDA | 4980-1 638 (700-1) | 4980-1 638 (700-1) | 4980-2 638 (700-2) | 5280-3 938 (1000-3)  |
| CIRCLING | 4980-1 629 (700-1) | 4980-1 629 (700-1) | 5060-2 709 (800-2) | 6060-3 1709 (1800-3) |

ELEV **4350** Rwy 12 ldg 10,000'  
 Rwy 30 ldg 10,000'

122° from FAF  
 TDZE **4342**





APCH CRS **122°** Rwy ldg **10,000'**  
TDZE **4342**  
Arpt Elev **4350**

AL-5071 [USA]

MICHAEL AAF (KDPG)



NA

\* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF



† MISSED APPROACH: Climbing right turn to 8000 direct GOYVE and hold.

CLOVER CON

**134.1 363.5**

CTAF

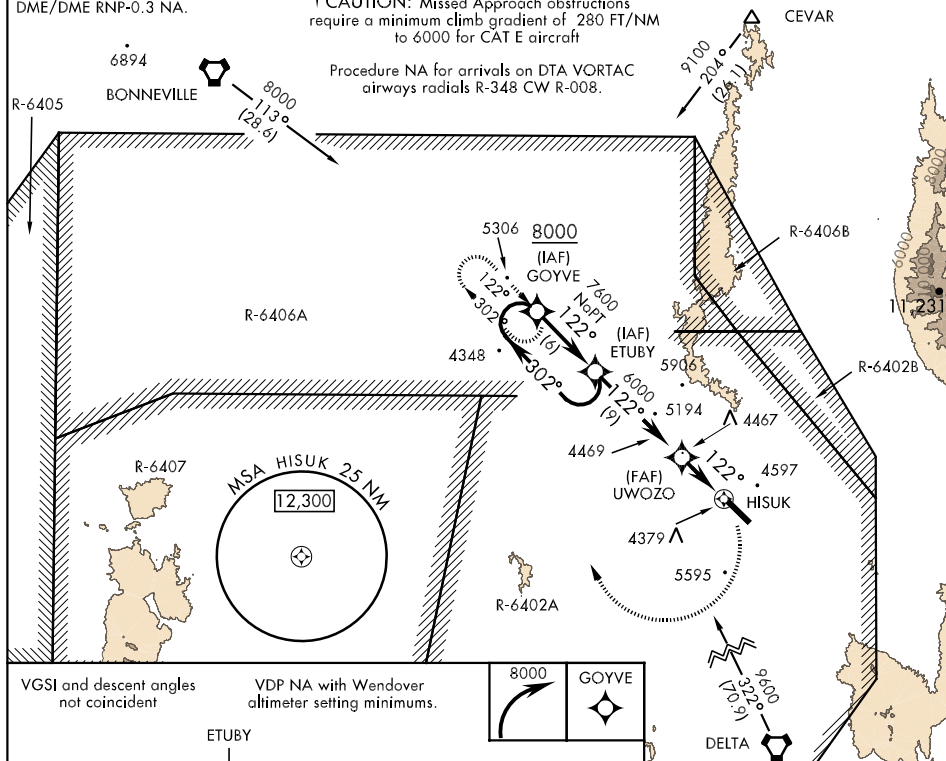
**126.2 270.3**

Procedure lies within R-6402A, PPR.

DME/DME RNP-0.3 NA.

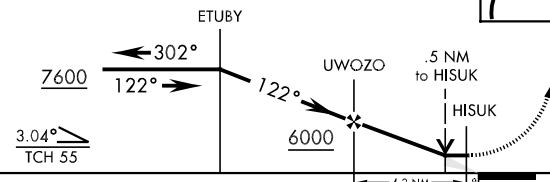
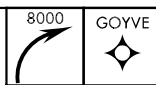
† CAUTION: Missed Approach obstructions require a minimum climb gradient of 280 FT/NM to 6000 for CAT E aircraft

Procedure NA for arrivals on DTA VORTAC airways radials R-348 CW R-008.



VGSI and descent angles not coincident

VDP NA with Wendover altimeter setting minimums.



ELEV **4350** Rwy 12 ldg 10,000'  
Rwy 30 ldg 10,000'

122° from FAF  
TDZE **4342**

| CATEGORY | A                  | B                  | C                  | D                  | E                  |
|----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| LNAV MDA | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 4820-1 478 (500-1) | 4820-1 478 (500-1) |
| CIRCLING | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4820-1 469 (500-1) |

\* WENDOVER ALTIMETER SETTING MINIMUMS

|          |                    |                    |                    |                      |
|----------|--------------------|--------------------|--------------------|----------------------|
| LNAV MDA | 4980-1 638 (700-1) | 4980-1 638 (700-1) | 4980-2 638 (700-2) | 4980-2 638 (700-2)   |
| CIRCLING | 4980-1 629 (700-1) | 4980-1 629 (700-1) | 5060-2 709 (800-2) | 6060-3 1709 (1800-3) |

HIRL Rwy 12-30  
4435  
A4482

TACAN MIJ APCH CRS Rwy Idg 10,000  
Chan 79 117° TDZE 4342  
Arpt Elev 4350

AL-5071 [USA]

MICHAEL AAF (KDPG)

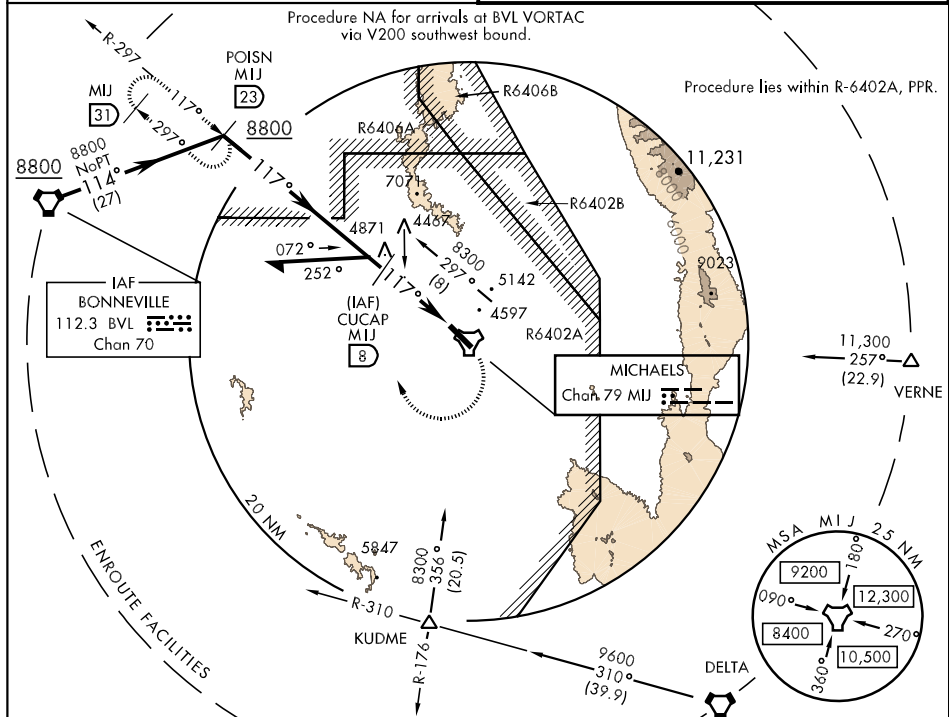
▼ \* Obtain local altimeter setting on CTAF; when  
▲ NA not received, use Wendover altimeter setting.

SALSF  
(A2)

MISSED APPROACH: Climbing right turn to 8800  
via MU TACAN R-297 to POISN/23 DME and hold.

CLOVER CON  
134.1 363.5

CTAF  
126.2 0 270.3



| <p>VGSI and descent angles not coincident.</p> <p>Remain within 15 NM of CUACAP.</p> <p>3.00° TCH 55</p> |                       |                       |                         |                         | <p>CUACAP 8</p> <p>8800</p> <p>MIJ R-297</p> <p>POISN MIJ 23</p> <p>ELEV 4350</p> <p>Rwy 12 Idg 10,000'</p> <p>Rwy 30 Idg 10,000'</p> |  |
|--|-----------------------|-----------------------|-------------------------|-------------------------|---|--|
| CATEGORY   | A                     | B                     | C                       | D                       | E   |  |
| S-12   | 4800-1                | 458 (500-1)           | 4800-1¼<br>458 (500-1¼) | 4800-1½<br>458 (500-1½) | 5220-3<br>878 (900-3)   |  |
| CIRCLING   | 4800-1<br>449 (500-1) | 4820-1<br>469 (500-1) | 4820-1½<br>469 (500-1½) | 4920-2<br>569 (600-2)   | 5900-3<br>1549 (1600-3)   |  |
| * WENDOVER ALTIMETER SETTING MINIMUMS  |                       |                       |                         |                         |   |  |
| S-12   | 4960-1                | 618 (700-1)           | 4960-1¼<br>618 (700-1¼) | 4960-2<br>618 (700-2)   | 5360-3<br>1018 (1100-3)   |  |
| CIRCLING   | 4960-1                | 609 (700-1)           | 4960-1¼<br>609 (700-1¼) | 5060-2¼<br>709 (800-2¼) | 6060-3<br>1709 (1800-3)   |  |

TACAN MIJ APCH CRS Rwy Idg 10,000  
Chan 79 117° TDZE 4342  
Arpt Elev 4350

AL-5071 [USA]

MICHAEL AAF (KDPG)

▼ \* Obtain local altimeter setting on CTAF; when  
▲ NA not received, use Wendover altimeter setting.

SALS  
A2

† MISSED APPROACH: Climbing right turn to 8800  
via MIJ TACAN R-297 to POISN/23 DME and hold.

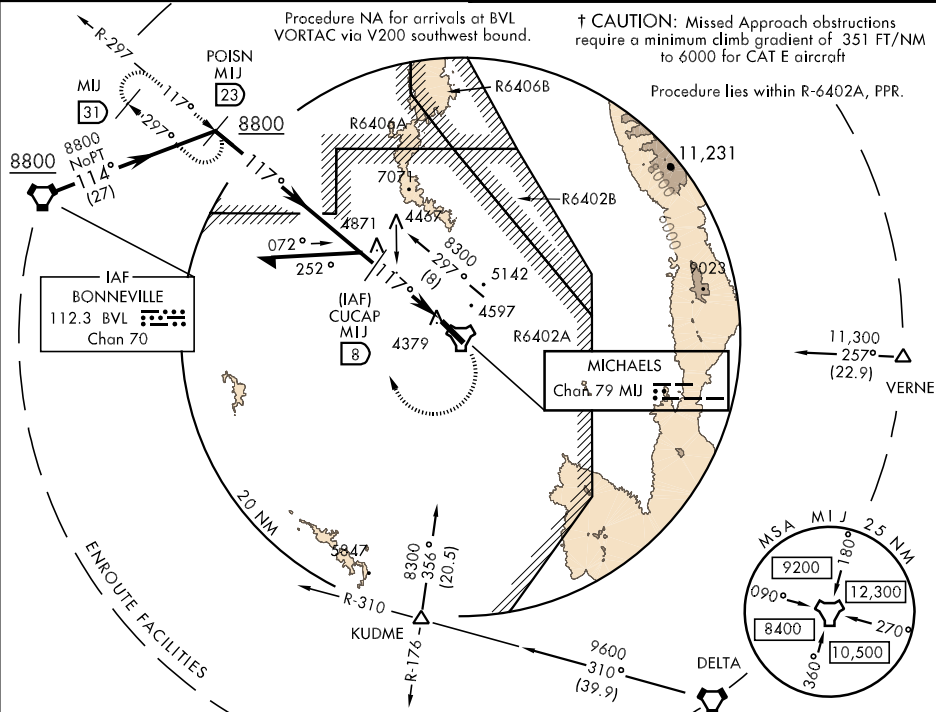
CLOVER CON  
134.1 363.5

CTAF  
126.2 0270.3

Procedure NA for arrivals at BVL  
VORTAC via V200 southwest bound.

† CAUTION: Missed Approach obstructions  
require a minimum climb gradient of 351 FT/NM  
to 6000 for CAT E aircraft

Procedure lies within R-6402A, PPR.



VGSI and descent  
angles not coincident.

Remain  
within 15 NM  
of CUCAP.

3.00°  
TCH 55

CUCAP

8

8800  
MIJ  
R-297

POISN  
MIJ  
23

ZUSAD

TACAN

2

ELEV 4350  
Rwy 12 Idg 10,000'  
Rwy 30 Idg 10,000'

117° to  
TACAN

P

A2

TDZE

4342

11,000 x 150

30

P

P

P

P

P

P

P

P

P

P

P

P

P

P

4435

4482

4482

4482

4482

4482

4482

4482

HIRL Rwy 12-30 0

| CATEGORY                              | A                  | B                  | C                  | D                  | E                    |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| S-12                                  | 4800-1 458 (500-1) | 4800-1 458 (500-1) | 4800-1 458 (500-1) | 4800-1 458 (500-1) | 4800-1 458 (500-1)   |
| CIRCLING                              | 4800-1 449 (500-1) | 4820-1 469 (500-1) | 4820-1 469 (500-1) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |
| * WENDOVER ALTIMETER SETTING MINIMUMS |                    |                    |                    |                    |                      |
| S-12                                  | 4960-1 618 (700-1) | 4960-1 618 (700-1) | 4960-1 618 (700-1) | 4960-2 618 (700-2) | 4960-2 618 (700-2)   |
| CIRCLING                              | 4960-1 609 (700-1) | 4960-1 609 (700-1) | 4960-1 609 (700-1) | 5060-2 709 (800-2) | 6060-3 1709 (1800-3) |

**HEBER CITY MUNI—RUSS MCDONALD FLD** (36U) 1 S UTC-7(-6DT)

N40°28.91' W111°25.73'

5637 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CDC

RWY 03-21: H6899X75 (ASPH) S-30 MIRL 0.8% up NE

RWY 03: Road. RWY 21: PAPI(P4L)—GA 4.0° TCH 45'.

**AIRPORT REMARKS:** Attended May-Oct 1400-0100Z†, Nov-Apr 1500-0000Z†. Fuel 24 hr credit card svc avbl. Glider activity on and invof arpt. Balloon activity on and invof arpt in summer months during morning hrs. Rwy 21 PAPI unusable byd 3.5 NM from thld and 6° from centerline. Acft departing south-southwest bound be aware of high tfc volume descending to 16,000' over SPANE intersection. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.825 (435) 657-0892.**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CITY APP/DEP CON 119.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

FAIRFIELD (H) VORTACW 116.6 FFU Chan 113 N40°16.49'

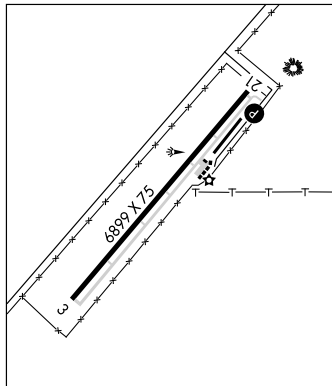
W111°56.43' 046° 26.5 NM to fld. 7690/16E.

SALT LAKE CITY

COPTER

H-3D, L-9D, 11D

IAP



(COOLI.COOLI) 07074

SL-6969 (FAA)

HEBER CITY MUNI-RUSS MCDONALD FIELD (36U)

# COOLI ONE DEPARTURE (RNAV) (OBSTACLE)

HEBER CITY, UTAH

SALT LAKE CITY CENTER  
119.95 377.15  
CTAF 122.8  
AWOS-3 124.825

V32

COOLI

353°  
(21)

NOTE: Rwy 3:

Tree 713' from departure end of runway,  
552' left of centerline, 100' AGL/ 5682' MSL.

Tree 1,120' from departure end of runway,  
396' right of centerline, 100' AGL, 5689' MSL.

V101

ZANGY

V101

339°  
(12)

EXOWI

OKABE

036°  
(3)

TAKE-OFF MINIMUMS:

Rwy 3: Standard with a minimum climb  
of 661' per NM to 8,700, or 2900-3  
for climb in visual conditions. Climb in  
visual conditions not authorized at night.

Rwy 21: Not authorized-obstacles.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Direct entry to V101 from ZANGY not  
authorized below: 10,100 westbound,  
13,700 eastbound.

NOTE: Direct entry to V32 southwestbound from  
COOLI not authorized.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 12,000 (or assigned altitude) direct OKABE and 036° track to EXOWI, Then via depicted route to COOLI, thence...

or climb in visual conditions to cross departure end of runway northeastbound at or above 8,400 direct OKABE and 036° track to EXOWI, then via depicted route to COOLI, thence...

....climb in holding (if required) at COOLI before proceeding via assigned route.

COOLI ONE DEPARTURE (RNAV) (OBSTACLE)

HEBER CITY, UTAH

(COOLI.COOLI) 07074

HEBER CITY MUNI-RUSS MCDONALD FIELD (36U)

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

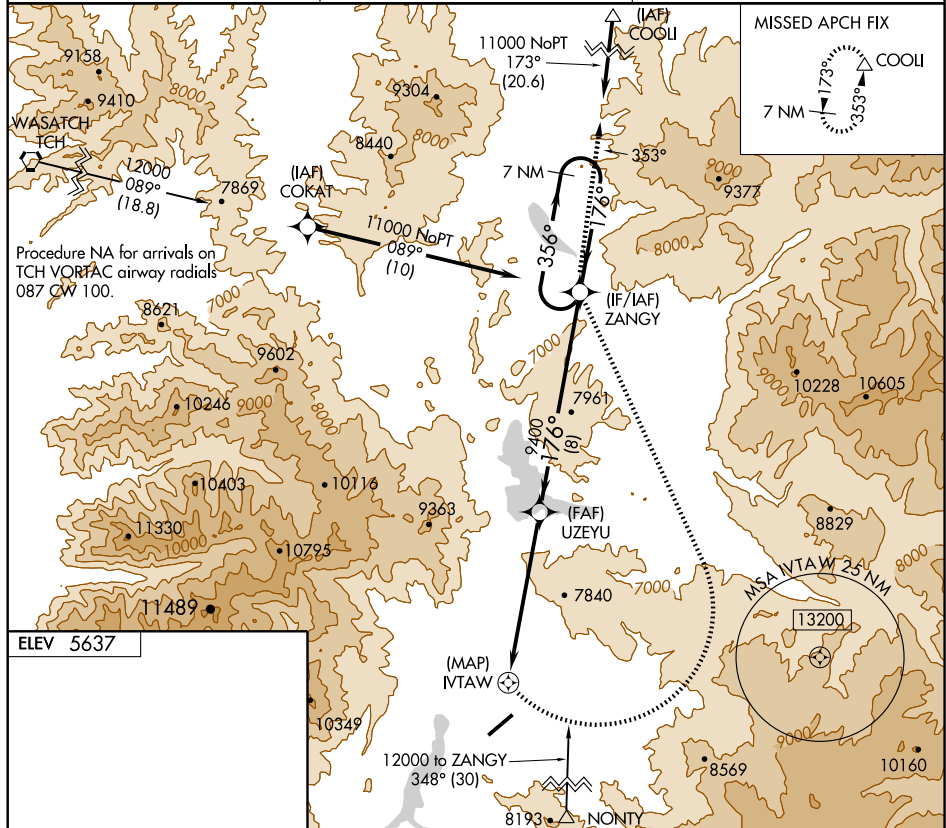
|                        |  |
|------------------------|--|
| APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>5637</b> |
|------------------------|--|

# RNAV (GPS) -A

HEBER CITY MUNI-RUSS MCDONALD FIELD (36U)

|  |  |
|--|--|
| <p><b>NA</b></p> <p>When local altimeter setting not received, procedure NA.<br/>Circling NA south of Rwy 3-21.<br/>DME/DME RNP-0.3 NA.<br/>Procedure NA at night.</p> | <p>MISSED APPROACH: Climbing left turn to 12000 direct ZANGY and via track 353° to COOLI and hold.</p> |
|--|--|

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>122.825</b> | SALT LAKE CITY CENTER<br><b>119.95 377.15</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|           |         |                |            |       |                      |
|-----------|---------|----------------|------------|-------|----------------------|
| ELEV 5637 | 12000   | ZANGY          | 353° track | COOLI | 7 NM Holding Pattern |
|           |         | UZEYU          |            |       |                      |
|           |         | 176°           |            | 356°  | 11000                |
|           |         | 9400           |            |       |                      |
|           | 1.2     | 6.2 NM         | 8 NM       |       |                      |
| CATEGORY  | A       | B              | C          | D     |                      |
| CIRCLING  | 8280-1½ | 2643 (2700-1½) | NA         |       |                      |

**HUNTINGTON MUNI** (69V) 3 NE UTC-7(-6DT) N39°21.67' W110°55.02'

DENVER

5915 B FUEL 100LL NOTAM FILE CDC

L-9D

RWY 08-26: H4048X75 (ASPH) S-12.5 MIRL 0.8% up W

IAP

RWY 08: Thld dsplcd 214'. Fence. RWY 26: Fence.

RWY 12-30: 3640X70 (DIRT) S-6 1.2% up NW

RWY 12: Fence. RWY 30: Tree.

RWY 18-36: 2079X56 (DIRT) 0.6% up NE

**AIRPORT REMARKS:** Unattended. Fuel 24 hr credit card svc avbl. Rwy 08-26 no line of sight between rwy ends. Small amounts of vegetation on Rwy 12-30. Small amounts of vegetation on Rwy 18-36. ACTIVATE MIRL Rwy 08-26-122.8.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SALT LAKE CENTER APP/DEP CON 133.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUC.

CARBON (H) VORW/DME 115.5 PUC Chan 102 N39°36.19' W110°45.21' 194° 16.4 NM to fld. 5830/14E.

## HURRICANE

**GENERAL DICK STOUT FLD** (1L8) 3 S UTC-7(-6DT) N37°08.33' W113°18.38'

LAS VEGAS

3347 S4 FUEL 100LL, JET A NOTAM FILE CDC

L-9C

RWY 18-36: H3410X40 (ASPH) S-3

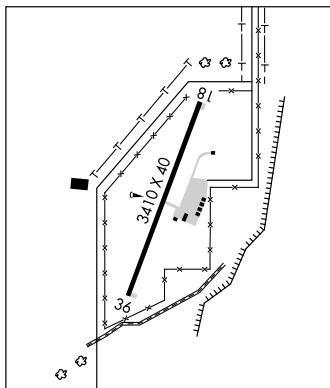
RWY 18: Rgt tfc. RWY 36: Fence.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Parachute Jumping. Rwy 18-36 undulating surface. Rwy 18-36—Pilots at end of rwy cannot see acft at other end.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

ST. GEORGE (T) VORW/DME 109.8 OZN Chan 35 N37°05.28' W113°35.51' 062° 14.1 NM to fld. 2901/15E.



**JUNCTION** (U13) 1 N UTC-7(-6DT) N38°15.00' W112°13.53'

LAS VEGAS

6069 NOTAM FILE CDC

L-9C

RWY 17-35: H4505X60 (ASPH)

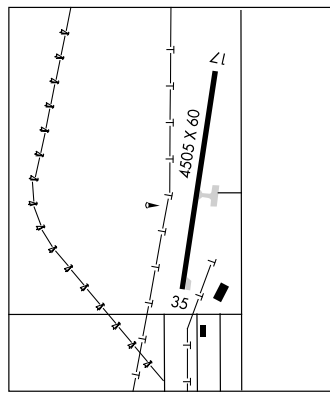
RWY 17: Hill. RWY 35: Tree.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35' W112°18.23' 351° 33.8 NM to fld. 9040/15E.



|                        |                             |                           |
|------------------------|-----------------------------|---------------------------|
| APP CRS<br><b>194°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>5909</b> |
|------------------------|-----------------------------|---------------------------|

# RNAV (GPS) -C

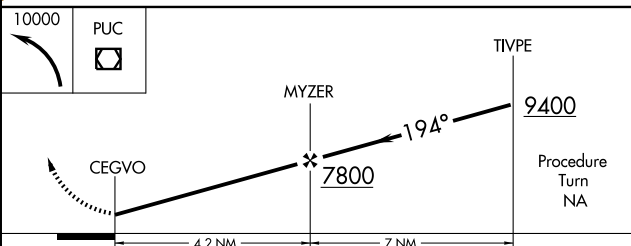
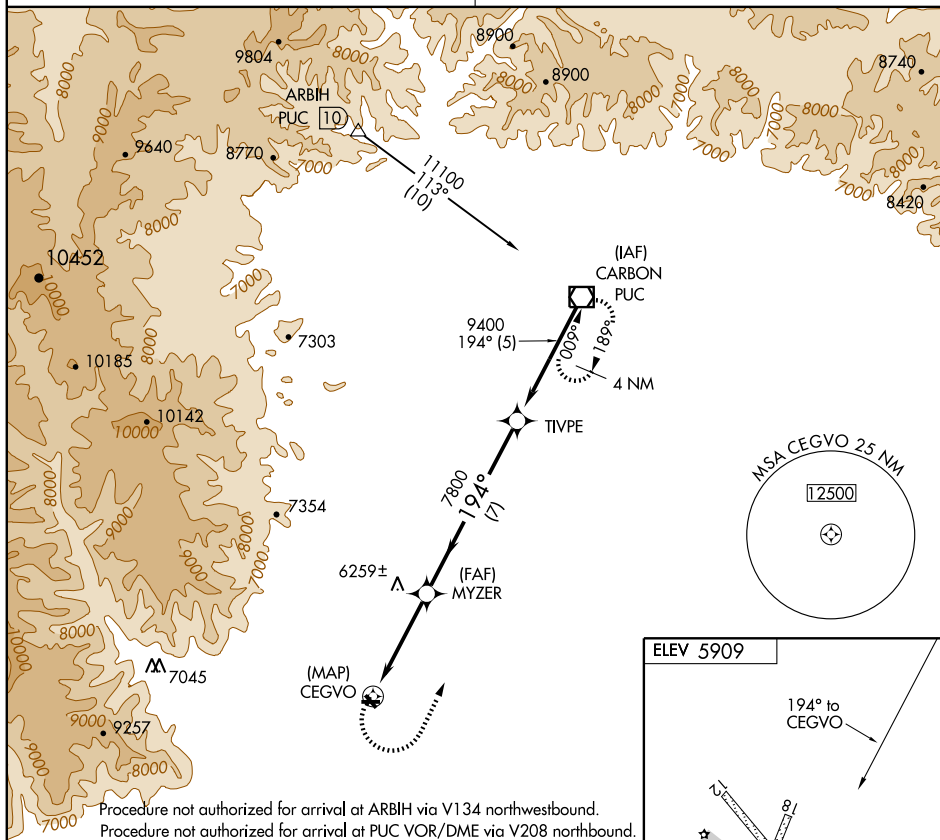
HUNTINGTON MUNI (69V)

**▼** Use Carbon County Rgnl/Buck Davis Field alimeter setting; when not received, procedure NA.  
**▲ NA** Procedure NA at night.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

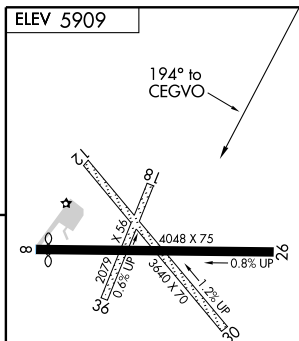
MISSED APPROACH: Climbing left turn to 10000 direct PUC VOR/DME and hold.

SALT LAKE CENTER  
**133.9 370.85**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY | A                  | B                  | C  | D |
|----------|--------------------|--------------------|----|---|
| CIRCLING | 6520-1 611 (700-1) | 6600-2 691 (700-2) | NA |   |





|  |                        |  |
|--|------------------------|--|
| VOR/DME PUC<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>194°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>5909</b> |
|--|------------------------|--|

# VOR/DME -B

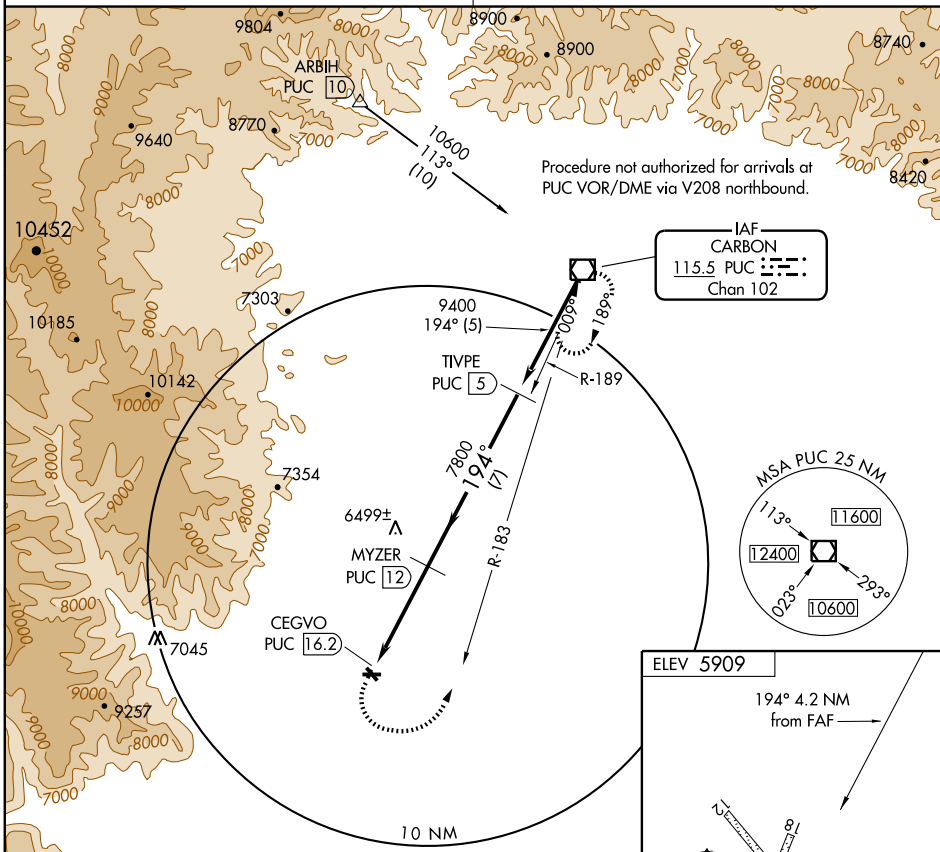
HUNTINGTON MUNI (69V)

**V** Use Carbon County Rgnl/Buck Davis Field alimeter setting; when not received, procedure not authorized. Circling not authorized at night to Rwy 18, 36, 12, and 30.

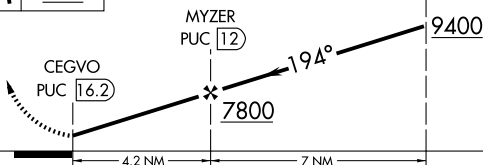
MISSED APPROACH: Climbing left turn to 10000 via PUC VOR/DME R-183 to PUC VOR/DME and hold.

SALT LAKE CENTER  
**133.9 370.85**

UNICOM  
**122.8 (CTAF)**

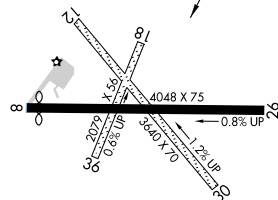


|                       |                     |
|-----------------------|---------------------|
| 10000<br>PUC<br>R-183 | PUC<br><b>115.5</b> |
|-----------------------|---------------------|



ELEV 5909

194° 4.2 NM  
from FAF



| CATEGORY | A      | B           | C                     | D  |
|----------|--------|-------------|-----------------------|----|
| CIRCLING | 6620-1 | 711 (800-1) | 6620-2<br>711 (800-2) | NA |

MIRL Rwy 8-26

**KANAB MUNI** (KNB) 2 S UTC-7(-6DT) N37°00.67' W112°31.87'

4868 B S4 FUEL 100LL, JET A NOTAM FILE CDC

Rwy 01-19: H6193X75 (ASPH) S-12.5 MIRL 0.7% up NE

Rwy 01: PAPI(P2L)—GA 3.0° TCH 40'. Rwy 19: Building.

**AIRPORT REMARKS:** Attended dawn-dusk. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.175 (435) 644-2267.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

L.A. CENTER APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

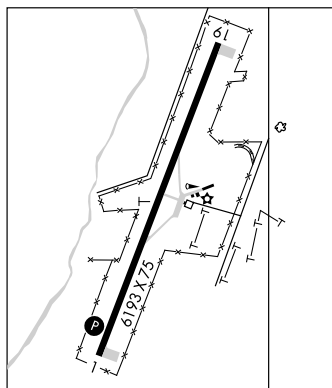
BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 180° 42.1 NM to fld. 9040/15E.

LAS VEGAS

H-4J, L-9C

IAP



## LOA

**WAYNE WONDERLAND** (38U) 3 SE UTC-7(-6DT) N38°21.75' W111°35.76'

7023 B FUEL 100LL NOTAM FILE CDC

Rwy 13-31: H5900X75 (ASPH) S-16 MIRL

Rwy 31: Fence.

**AIRPORT REMARKS:** Unattended. For fuel call the arpt manager 435-836-2826/691-1045. ACTIVATE MIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

HANKSVILLE (H) VORTACW 115.9 HVE Chan 106 N38°25.01' W110°41.98' 251° 42.4 NM to fld. 4430/15E.

LAS VEGAS

H-3D, L-9C

**LOGAN-CACHE** (LGU) 3 NW UTC-7(-6DT) N41°47.48' W111°51.10'

4457 B S4 FUEL 100LL, JET A OX 1, 2 Class IV ARFF Index A NOTAM FILE LGU

Rwy 17-35: H9010X100 (ASPH) S-24, D-68 MIRL

Rwy 17: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

Rwy 35: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

Rwy 10-28: H5005X60 (ASPH) S-12

Rwy 28: Thld dspcd 215'. Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

Rwy 10: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

Rwy 28: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

**AIRPORT REMARKS:** Attended 1500-0200Z±. 100LL fuel 24 hr credit card svc avbl. For fuel svc after hours call 435-753-2221 or 435-752-5955. Rwy 10-28 rutting, broken pavement and weeds growing through the asphalt on the rwy and twy. Rwy 10-28 horizontal and lateral cracking. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (435) 752-6941.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

FRANCIS PEAK RCO 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LGU.

BIGHAM CITY (L) VORW/DME 112.9 LHO Chan 76 N41°47.57'

W112°00.59' 077° 7.1 NM to fld. 5358/14E.

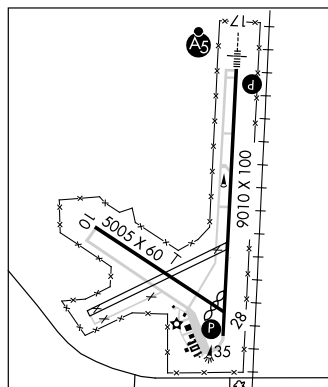
VOR portion unusable 355°-270° byd 12 NM; 270°-355° byd 15 NM.

ILS/DME 109.15 I-LGU Chan 28(Y) Rwy 17. Class IE. LOC unusable byd 5 NM abv 9000', abv 6000' at thld, byd 25° left of course.

SALT LAKE CITY

H-3D, L-11D

IAP



**LUCIN** N41°21.78' W113°50.44' NOTAM FILE CDC.

(H) VORTAC 113.6 LCU Chan 83 at Lucin (Pvt). 4400/17E.

VORTAC unusable 180°-240° beyond 35 NM below 12,000'

RCO 122.1R 113.6T (CEDAR CITY RADIO)

SALT LAKE CITY

H-3D, L-11C

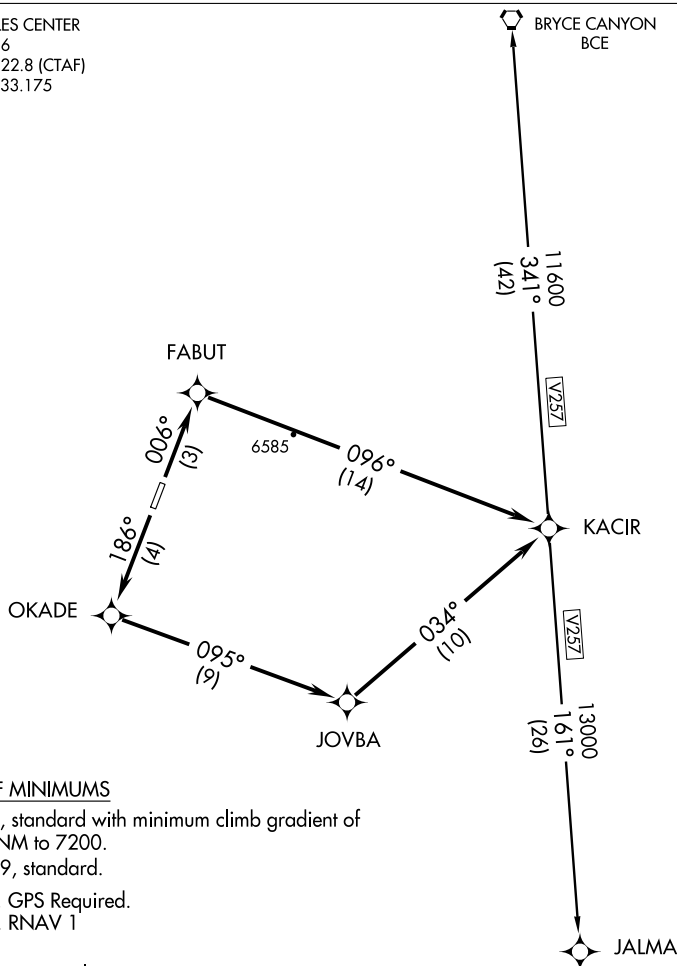
(KACIR1.KACIR) 07074

# KACIR ONE DEPARTURE (RNAV)

SL-9072 (FAA)

KANAB MUNI (KNB)  
KANAB, UTAH

LOS ANGELES CENTER  
124.2 343.6  
UNICOM 122.8 (CTAF)  
AWOS-3 133.175



## TAKE-OFF MINIMUMS

Runway 1, standard with minimum climb gradient of 316' per NM to 7200.

Runway 19, standard.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb via 006° course to FABUT WP, then via 096° course to KACIR WP, then via assigned transition/altitude.

TAKE-OFF RUNWAY 19: Climb via 186° course to OKADE WP, then via 095° course to JOVBA WP, then via 034° to KACIR WP, then via assigned transition/altitude.

BRYCE CANYON TRANSITION (KACIR1.BCE)

JALMA TRANSITION (KACIR1.JALMA)

KACIR ONE DEPARTURE (RNAV)

(KACIR1.KACIR) 07074

KANAB, UTAH  
KANAB MUNI (KNB)

SW-4, 23 SEP 2010 to 21 OCT 2010



**KANAB MUNI** (KNB) 2 S UTC-7(-6DT) N37°00.67' W112°31.87'

4868 B S4 FUEL 100LL, JET A NOTAM FILE CDC

Rwy 01-19: H6193X75 (ASPH) S-12.5 MIRL 0.7% up NE

Rwy 01: PAPI(P2L)—GA 3.0° TCH 40'. Rwy 19: Building.

**AIRPORT REMARKS:** Attended dawn-dusk. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.175 (435) 644-2267.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

L.A. CENTER APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

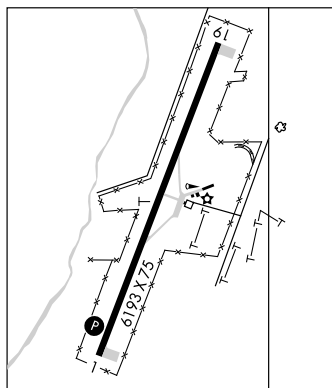
BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 180° 42.1 NM to fld. 9040/15E.

LAS VEGAS

H-4J, L-9C

IAP



## LOA

**WAYNE WONDERLAND** (38U) 3 SE UTC-7(-6DT) N38°21.75' W111°35.76'

7023 B FUEL 100LL NOTAM FILE CDC

Rwy 13-31: H5900X75 (ASPH) S-16 MIRL

Rwy 31: Fence.

**AIRPORT REMARKS:** Unattended. For fuel call the arpt manager 435-836-2826/691-1045. ACTIVATE MIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

HANKSVILLE (H) VORTACW 115.9 HVE Chan 106 N38°25.01' W110°41.98' 251° 42.4 NM to fld. 4430/15E.

LAS VEGAS

H-3D, L-9C

**LOGAN-CACHE** (LGU) 3 NW UTC-7(-6DT) N41°47.48' W111°51.10'

4457 B S4 FUEL 100LL, JET A OX 1, 2 Class IV ARFF Index A NOTAM FILE LGU

Rwy 17-35: H9010X100 (ASPH) S-24, D-68 MIRL

Rwy 17: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

Rwy 35: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

Rwy 10-28: H5005X60 (ASPH) S-12

Rwy 28: Thld dspcd 215'. Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

Rwy 10: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

Rwy 28: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

**AIRPORT REMARKS:** Attended 1500-0200Z±. 100LL fuel 24 hr credit card svc avbl. For fuel svc after hours call 435-753-2221 or 435-752-5955. Rwy 10-28 rutting, broken pavement and weeds growing through the asphalt on the rwy and twy. Rwy 10-28 horizontal and lateral cracking. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (435) 752-6941.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

FRANCIS PEAK RCO 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LGU.

BIGHAM CITY (L) VORW/DME 112.9 LHO Chan 76 N41°47.57'

W112°00.59' 077° 7.1 NM to fld. 5358/14E.

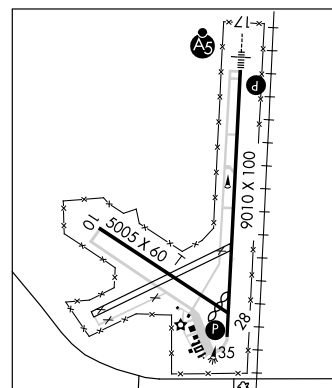
VOR portion unusable 355°-270° byd 12 NM; 270°-355° byd 15 NM.

ILS/DME 109.15 I-LGU Chan 28(Y) Rwy 17. Class IE. LOC unusable byd 5 NM abv 9000', abv 6000' at thld, byd 25° left of course.

SALT LAKE CITY

H-3D, L-11D

IAP



**LUCIN** N41°21.78' W113°50.44' NOTAM FILE CDC.

(H) VORTAC 113.6 LCU Chan 83 at Lucin (Pvt). 4400/17E.

VORTAC unusable 180°-240° beyond 35 NM below 12,000'

RCO 122.1R 113.6T (CEDAR CITY RADIO)

SALT LAKE CITY

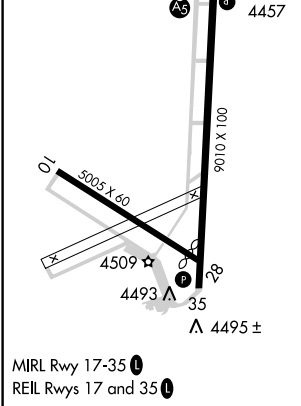
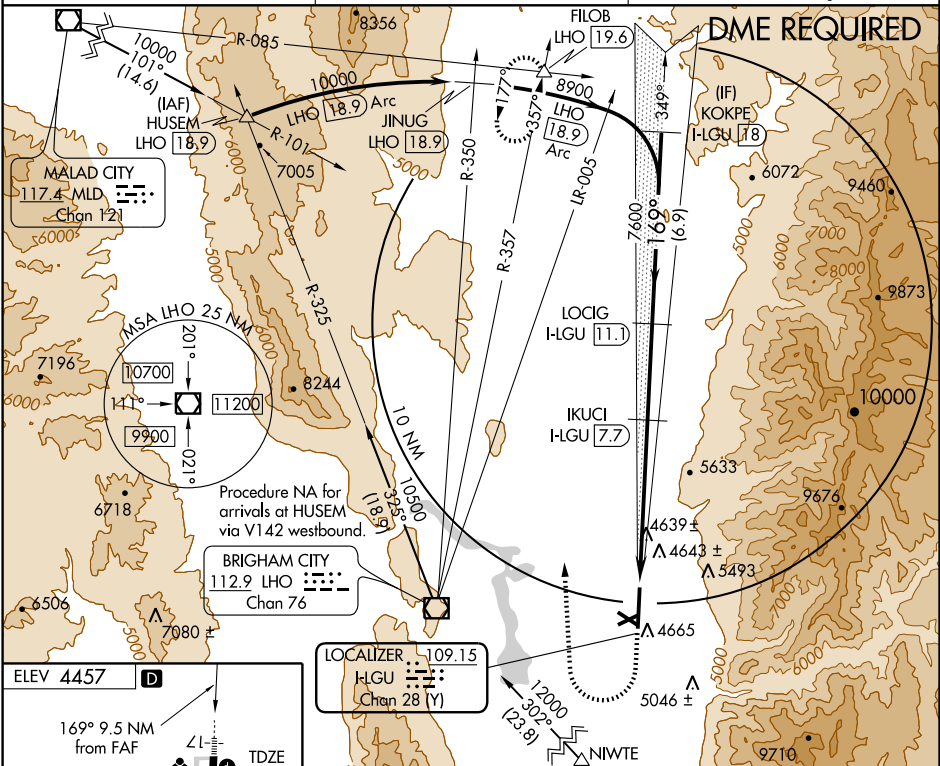
H-3D, L-11C

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| LOC/DME LGU<br><b>109.15</b><br>Chan <b>28</b> (Y) | APP CRS<br><b>169°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9010</b><br><b>4457</b><br><b>4457</b> |
|--|------------------------|-----------------------------|---|

# ILS or LOC/DME RWY 17 LOGAN-CACHE (LGU)

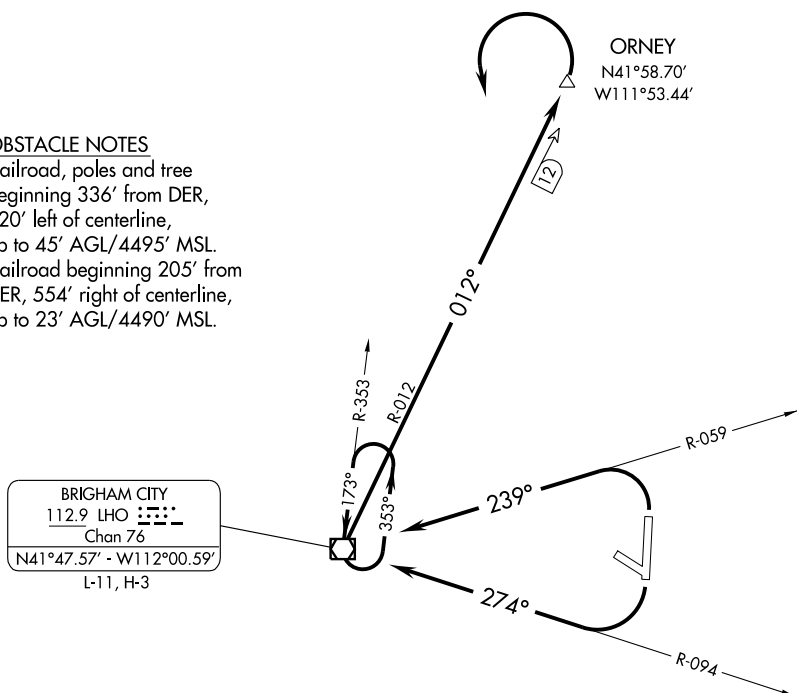
|   |                   |  |
|---|-------------------|--|
| <p><b>V</b> Circling NA east of Rwy 17-35.<br/>Circling to Rwy 10-28 NA at night.<br/>Inoperative table does not apply.</p> | <p>MALSR<br/></p> | <p>MISSED APPROACH: Climb to 5800 then climbing right turn to 14000 via heading 340° and LHO VOR/DME R-357 to FILOB.<br/>INT/LHO 19.6 DME and hold, continue climb-in-hold to 14000.</p> |
|---|-------------------|--|

|                        |                                  |  |
|------------------------|----------------------------------|--|
| ASOS<br><b>135.275</b> | CEDAR CITY RADIO<br><b>122.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|------------------------|----------------------------------|--|



|  |   |   |   |
|--|---|---|---|
| ELEV 4457                              | <b>D</b>  | 169° 9.5 NM from FAF  | TDZE 4457   |
| 5800                                   | 14000   | FILOB   | Use I-LGU DME when on localizer course.                                     |
| ↑                                      | hdg 340°  | LHO R-357   | LOCIG I-LGU 11.1  |
| VGSI and ILS glidepath not coincident. |   |   |   |
|  |   |   |   |
| <p>1.3 NM 4.8 NM 3.4 NM 6.9 NM</p>     |   |   |   |
| CATEGORY                               | A   | B   | C   |
| S-ILS 17                               | 4657- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> ) |   |   |
| S-LOC 17                               | 4900-1 443 (500-1)  | 4900-1 <sup>1</sup> / <sub>4</sub> 443 (500-1 <sup>1</sup> / <sub>4</sub> ) | 4900-1 <sup>1</sup> / <sub>2</sub> 443 (500-1 <sup>1</sup> / <sub>2</sub> ) |
| CIRCLING                               | 4900-1 443 (500-1)  | 4920-1 463 (500-1)  | 4920-1 <sup>1</sup> / <sub>2</sub> 5020-2 563 (600-2)                       |

## ORNEY ONE DEPARTURE (OBSTACLE)

LOGAN-CACHE (LGU)  
LOGAN, UTAHCEDER CITY RADIO  
122.2  
ASOS 135.275  
UNICOM  
122.8 (CTAF)TAKEOFF OBSTACLE NOTESRWY 17: Railroad, poles and tree  
beginning 336' from DER,  
220' left of centerline,  
up to 45' AGL/4495' MSL.RWY 35: Railroad beginning 205' from  
DER, 554' right of centerline,  
up to 23' AGL/4490' MSL.TAKE-OFF MINIMUMS

Rwy 10, 28: NA-obstacles.

Rwy 17: Standard with minimum climb of 276' per NM to 7100', or 4700-3 for climb in visual conditions.

Rwy 35: Standard with minimum climb of 274' per NM to 9500', or 4700-3 for climb in visual conditions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

. . . continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.

## ORNEY ONE DEPARTURE (OBSTACLE)


(ORNEY1.LHO) 09351

LOGAN, UTAH  
LOGAN-CACHE (LGU)

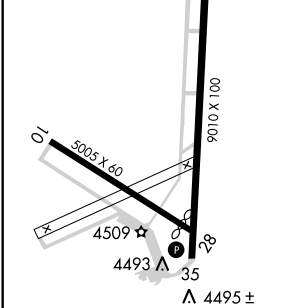
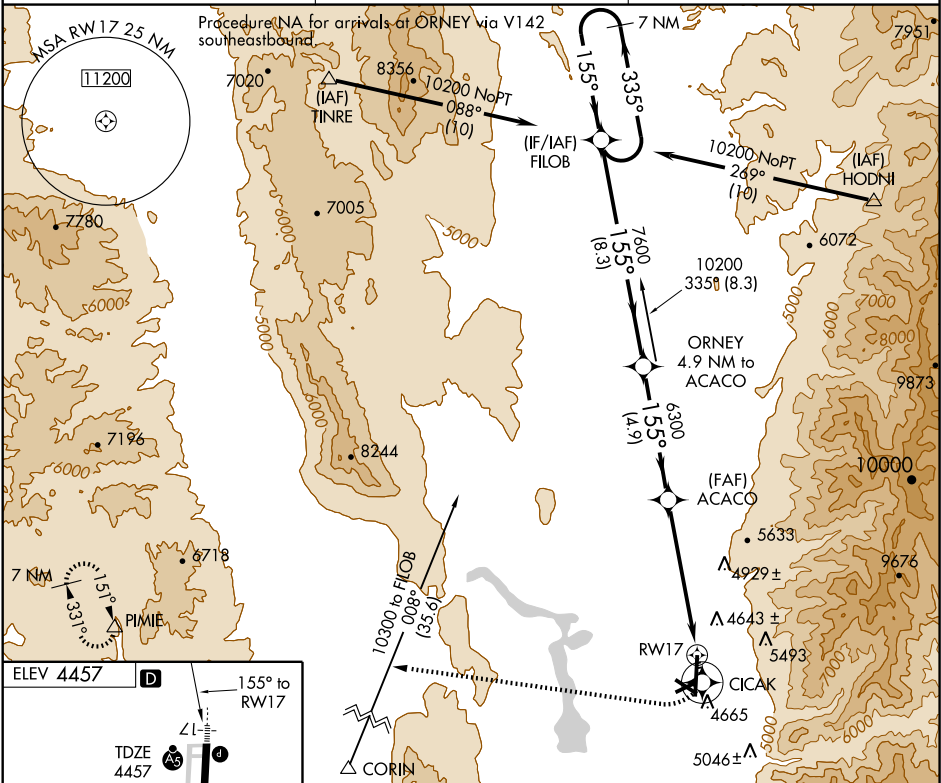
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>155°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9010</b><br><b>4457</b><br><b>4457</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 17

LOGAN-CACHE (LGU)

|  |  |   |
|--|--|---|
| <p><b>▼</b> Circling NA east of Rwy 17-35.<br/>DME/DME RNP-0.3 NA.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 10000 direct CICAK and right turn via 261° track to PIMIE and hold, continue climb-in-hold to 10000.</p> |
|--|--|---|

|                        |                                  |                                 |
|------------------------|----------------------------------|---------------------------------|
| ASOS<br><b>135.275</b> | CEDAR CITY RADIO<br><b>122.2</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|------------------------|----------------------------------|---------------------------------|



|          |                      |             |                               |                       |                |              |
|----------|----------------------|-------------|-------------------------------|-----------------------|----------------|--------------|
|          | 7 NM Holding Pattern | FILOB       | ORNEY 4.9 NM to ACACO         | ACACO                 | 1.9 NM to RW17 |              |
|          | 10200                | 335°        | 155°                          | 7600                  | 6300           | 3.00° TCH 40 |
|          |                      | 8.3 NM      | 4.9 NM                        | 3.8 NM                | 1.9 NM         |              |
| CATEGORY | A                    | B           | C                             | D                     |                |              |
| LNAV MDA | 5100-1               | 643 (700-1) | 5100-1 3/4<br>643 (700-1 3/4) | 5100-2<br>643 (700-2) |                |              |
| CIRCLING | 5100-1               | 643 (700-1) | 5100-1 3/4<br>643 (700-1 3/4) | 5100-2<br>643 (700-2) |                |              |



|                                 |                        |                             |   |
|---------------------------------|------------------------|-----------------------------|---|
| WAAS<br>CH <b>57900</b><br>W35A | APP CRS<br><b>349°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9010</b><br><b>4457</b><br><b>4457</b> |
|---------------------------------|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 35

## LOGAN-CACHE (LGU)

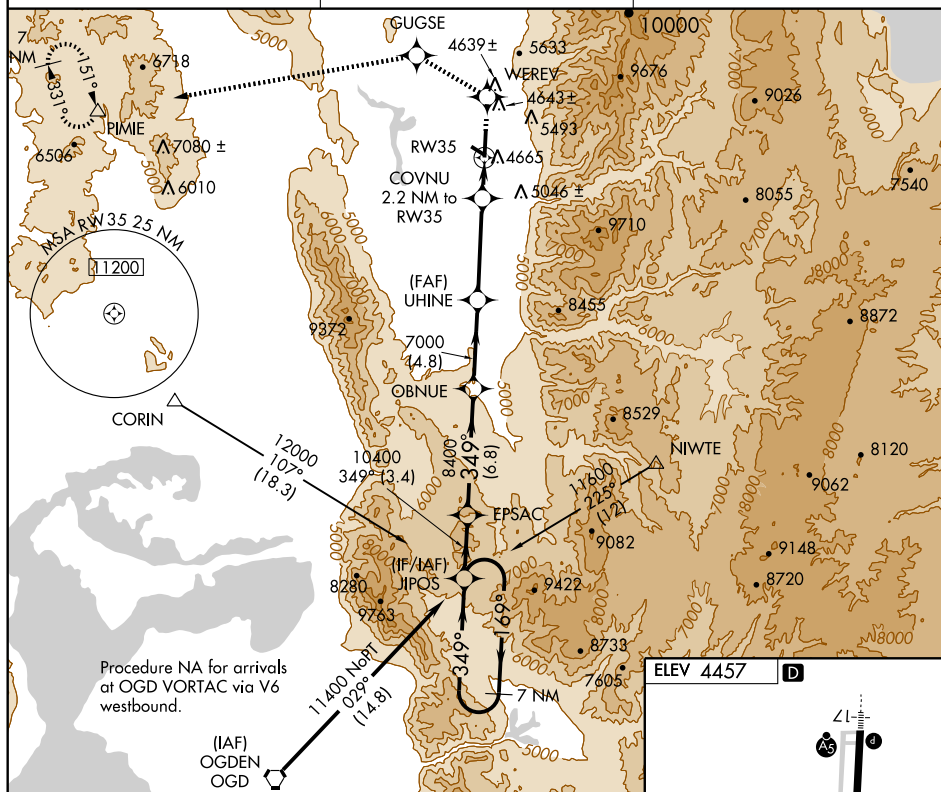
▼ Circling NA east of Rwy 17-35.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct WEREV and via 286° track to GUGSE and 246° track to PIMIE and hold, continue climb-in-hold to 10000.

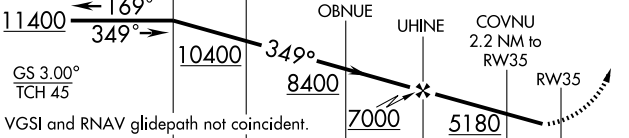
ASOS  
**135.275**

CEDAR CITY RADIO  
**122.2**

UNICOM  
**122.8 (CTAF) 1**

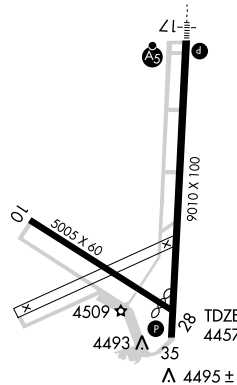


|                      |       |       |       |       |         |       |         |       |
|----------------------|-------|-------|-------|-------|---------|-------|---------|-------|
| 7 NM Holding Pattern | JIPOS | EPSAC | 10000 | WEREV | 286° tr | GUGSE | 246° tr | PIMIE |
|----------------------|-------|-------|-------|-------|---------|-------|---------|-------|



| CATEGORY | A                  | B                      | C                  | D                  |
|----------|--------------------|------------------------|--------------------|--------------------|
| LPV DA   | 4746-1             | 289 (300-1)            |                    |                    |
| LNAV MDA | 5060-1 603 (700-1) | 5060-1 603 (700-1 3/4) | 5060-2 603 (700-2) | 5060-2 603 (700-2) |
| CIRCLING | 5060-1 603 (700-1) | 5060-1 603 (700-1 3/4) | 5060-2 603 (700-2) | 5060-2 603 (700-2) |

ELEV 4457 **D**



MIRL Rwy 17-35 1  
REIL Rwy 17 and 35 1

**MILFORD MUNI/BEN AND JUDY BRISCOE FLD** (MLF) 2 N UTC-7(-6DT)

LAS VEGAS

H-3D, L-9C

IAP

N38°25.60' W113°00.75'

5039 B FUEL 100LL, JET A NOTAM FILE MLF

RWY 16-34: H5000X75 (ASPH) S-26 MIRL 0.3% up S

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 42'.

**AIRPORT REMARKS:** Attended 1500-0000Z+. For svc after hours call  
435-463-9565. Pilots advise if doing touch and go ldg. ACTIVATE  
MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—122.8.

**WEATHER DATA SOURCES:** ASOS 135.025 (435) 387-5201.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.1T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLF.

(H) VORTAC 112.1 MLF Chan 58 N38°21.62' W113°00.79'  
345° 4.0 NM to fld. 4980/16E.

VOR unusable:

010°-030° byd 35 NM blo 10,400'

030°-040° byd 26 NM blo 10,800'

040°-080° byd 23 NM blo 13,700'

080°-100° byd 17 NM blo 12,900'

100°-115° byd 16 NM blo 11,600'

115°-125° byd 22 NM blo 11,600'

235°-275° byd 30 NM blo 11,300'

275°-300° byd 25 NM blo 11,200'

300°-320° byd 30 NM blo 9,300'

DME unusable:

010°-030° byd 20 NM blo 15,000'

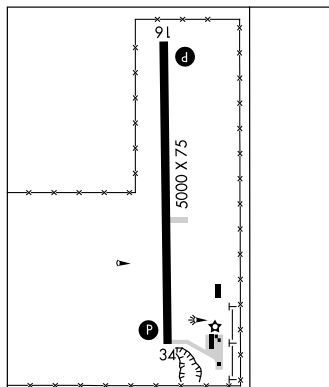
030°-055° byd 20 NM

055°-065° byd 10 NM

065°-080° byd 10 NM blo 14,000'

065°-080° byd 22 NM

080°-115° byd 10 NM



115°-125° byd 20 NM

225°-240° byd 20 NM blo 16,000'

240°-270° byd 15 NM blo 16,000'

270°-305° byd 20 NM blo 16,000'

305°-320° byd 20 NM blo 12,000'

**MOAB****CANYONLANDS FLD** (CNY) 18 NW UTC-7(-6DT) N38°45.30' W109°45.29'

DENVER

H-3E, L-9D

IAP

4557 B S2 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE CNY

RWY 03-21: H7100X75 (ASPH-PFC) S-25 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

RWY 21: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

**AIRPORT REMARKS:** Attended 1500-0000Z+. ACTIVATE MIRL Rwy 03-21

PAPI Rwy 03 and Rwy 21 and REIL Rwy 03 and Rwy 21—CTAF.

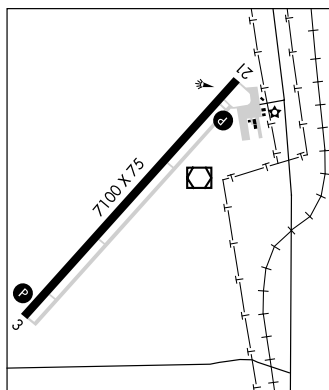
**WEATHER DATA SOURCES:** ASOS 118.525 (435) 259-8576.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MOAB RCO 122.3 (CEDAR CITY RADIO)

® DENVER CENTER APP/DEP CON 134.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MOAB (T) VORW/DME 109.8 OAB Chan 35 N38°45.37'  
W109°44.96' at fld. 4542/15E.

**MOAB** N38°45.37' W109°44.96' NOTAM FILE CDC.

DENVER

L-9D

(T) VORW/DME 109.8 OAB Chan 35 at Canyonlands Fld. 4542/15E.

VOR portion unusable 075°-287° blo 6,700 and 275°-290° byd 10 NM.

DME portion unusable 030°-045° byd 15 NM blo 9,000', 175°-185° byd 15 NM blo 10,000'.

RCO 122.3 (CEDAR CITY RADIO)

|  |                        |   |                           |
|--|------------------------|---|---------------------------|
| VORTAC MLF<br><b>112.1</b><br>Chan <b>58</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>5039</b> | N/A<br>N/A<br><b>5039</b> |
|--|------------------------|---|---------------------------|

**VOR or GPS-A**

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD (MLF)

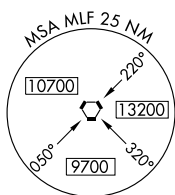
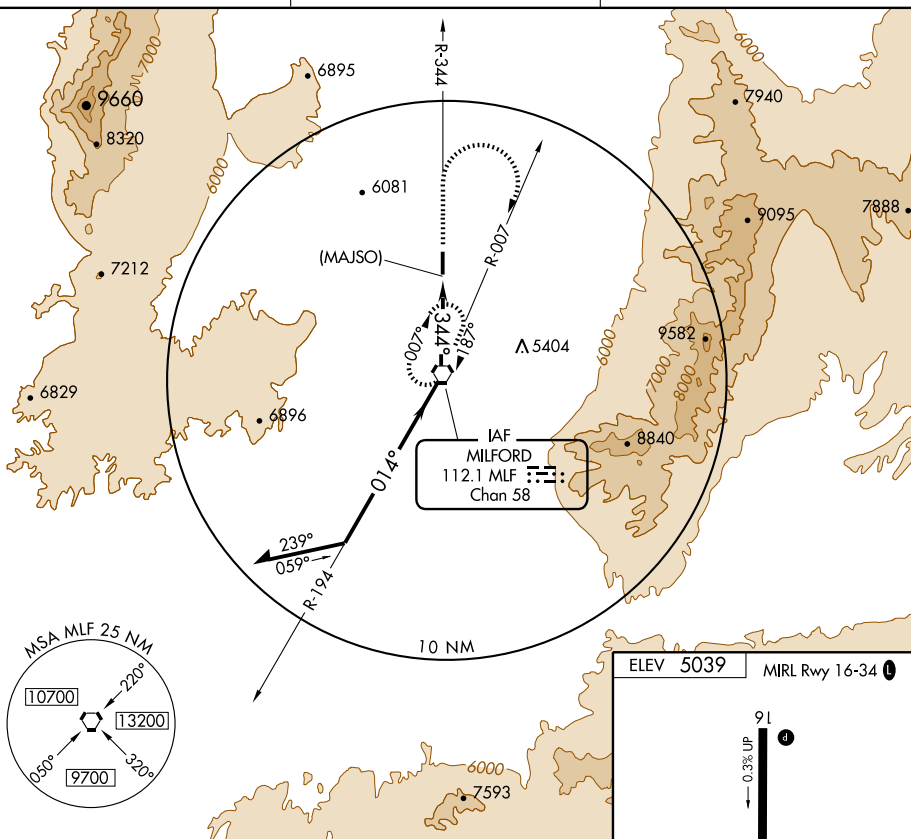


MISSED APPROACH: Climb to 7000 via MLF R-344, then climbing right turn to 9200 via R-007 to MLF VORTAC and hold.

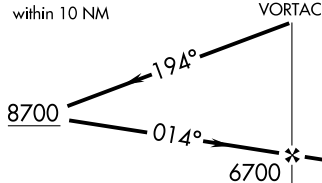
ASOS  
**135.025**

CEDAR CITY RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM



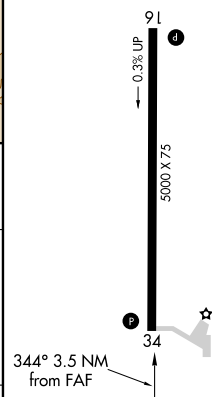
7000  
MLF R-344

9200  
MLF R-007

MLF  
112.1

(MAJSO)  
MLF [3.5]

ELEV 5039 MRL Rwy 16-34 0



| CATEGORY | A                     | B                     | C                       | D                       | FAF to MAP 3.5 NM |      |      |      |      |      |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------|------|------|------|------|------|
| CIRCLING | 5660-1<br>621 (700-1) | 5680-1<br>641 (700-1) | 5700-1¾<br>661 (700-1¾) | 5780-2½<br>741 (800-2½) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |                       |                       |                         |                         | Min:Sec           | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

**MILFORD MUNI/BEN AND JUDY BRISCOE FLD** (MLF) 2 N UTC-7(-6DT)

LAS VEGAS

H-3D, L-9C

IAP

N38°25.60' W113°00.75'

5039 B FUEL 100LL, JET A NOTAM FILE MLF

RWY 16-34: H5000X75 (ASPH) S-26 MIRL 0.3% up S

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 42'.

**AIRPORT REMARKS:** Attended 1500-0000Z $\pm$ . For svc after hours call  
435-463-9565. Pilots advise if doing touch and go ldg. ACTIVATE  
MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—122.8.

**WEATHER DATA SOURCES:** ASOS 135.025 (435) 387-5201.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.1T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLF.

(H) VORTAC 112.1 MLF Chan 58 N38°21.62' W113°00.79'  
345° 4.0 NM to fld. 4980/16E.

VOR unusable:

010°-030° byd 35 NM blo 10,400'

030°-040° byd 26 NM blo 10,800'

040°-080° byd 23 NM blo 13,700'

080°-100° byd 17 NM blo 12,900'

100°-115° byd 16 NM blo 11,600'

115°-125° byd 22 NM blo 11,600'

235°-275° byd 30 NM blo 11,300'

275°-300° byd 25 NM blo 11,200'

300°-320° byd 30 NM blo 9,300'

DME unusable:

010°-030° byd 20 NM blo 15,000'

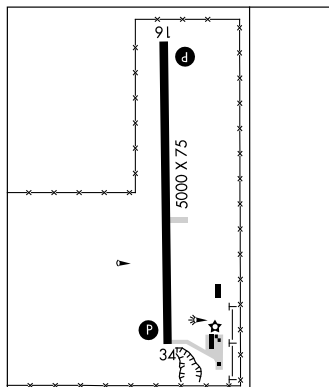
030°-055° byd 20 NM

055°-065° byd 10 NM

065°-080° byd 10 NM blo 14,000'

065°-080° byd 22 NM

080°-115° byd 10 NM



115°-125° byd 20 NM

225°-240° byd 20 NM blo 16,000'

240°-270° byd 15 NM blo 16,000'

270°-305° byd 20 NM blo 16,000'

305°-320° byd 20 NM blo 12,000'

**MOAB****CANYONLANDS FLD** (CNY) 18 NW UTC-7(-6DT) N38°45.30' W109°45.29'

DENVER

H-3E, L-9D

IAP

4557 B S2 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE CNY

RWY 03-21: H7100X75 (ASPH-PFC) S-25 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

RWY 21: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

**AIRPORT REMARKS:** Attended 1500-0000Z $\pm$ . ACTIVATE MIRL Rwy 03-21

PAPI Rwy 03 and Rwy 21 and REIL Rwy 03 and Rwy 21—CTAF.

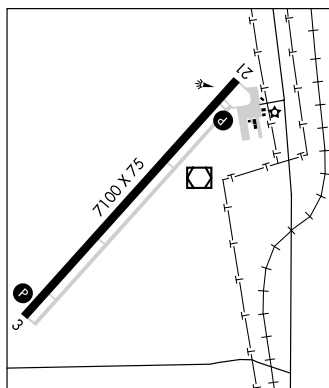
**WEATHER DATA SOURCES:** ASOS 118.525 (435) 259-8576.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MOAB RCO 122.3 (CEDAR CITY RADIO)

® DENVER CENTER APP/DEP CON 134.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MOAB (T) VORW/DME 109.8 OAB Chan 35 N38°45.37'  
W109°44.96' at fld. 4542/15E.

**MOAB** N38°45.37' W109°44.96' NOTAM FILE CDC.

DENVER

L-9D

(T) VORW/DME 109.8 OAB Chan 35 at Canyonlands Fld. 4542/15E.

VOR portion unusable 075°-287° blo 6,700 and 275°-290° byd 10 NM.

DME portion unusable 030°-045° byd 15 NM blo 9,000', 175°-185° byd 15 NM blo 10,000'.

RCO 122.3 (CEDAR CITY RADIO)

APP CRS  
**039°**

Rwy Idg  
**7100**

TDZE  
**4551**

Apt Elev  
**4555**

# RNAV (GPS) RWY 3

MOAB/CANYONLANDS FIELD (CNY)

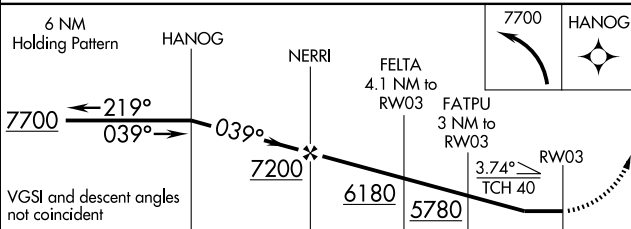
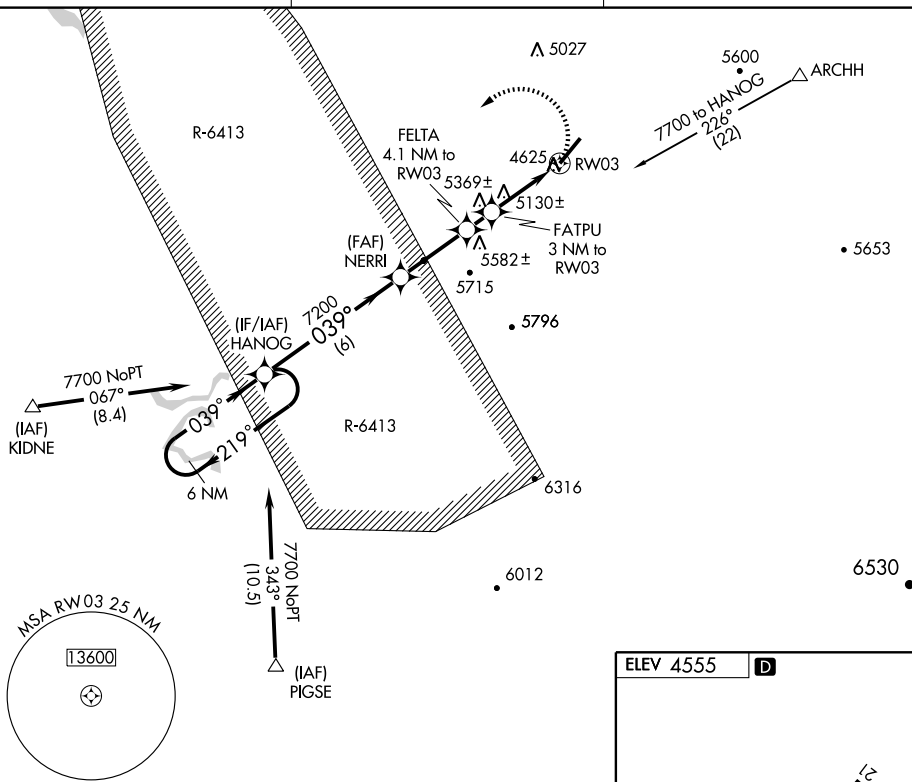
**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**Δ** NA Procedure NA when R-6413 in operation.  
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 7700 direct HANOG WP and hold.

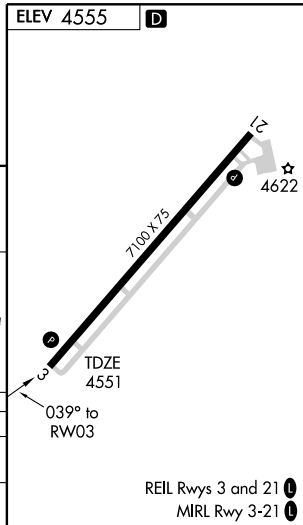
ASOS  
**118.525**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF)**



| CATEGORY  | A                     | B                       | C                       | D                       |
|-----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNNAV MDA | 5380-1<br>829 (900-1) | 5380-1¼<br>829 (900-1¼) | 5380-2½<br>829 (900-2½) | 5380-2¾<br>829 (900-2¾) |
| CIRCLING  | 5380-1<br>825 (900-1) | 5380-1¼<br>825 (900-1¼) | 5380-2½<br>825 (900-2½) | 5440-3<br>885 (900-3)   |



|   |                        |  |
|---|------------------------|--|
| VOR/DME OAB<br><b>109.8</b><br>Chan <b>35</b> | APP CRS<br><b>113°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>4555</b> |
|---|------------------------|--|

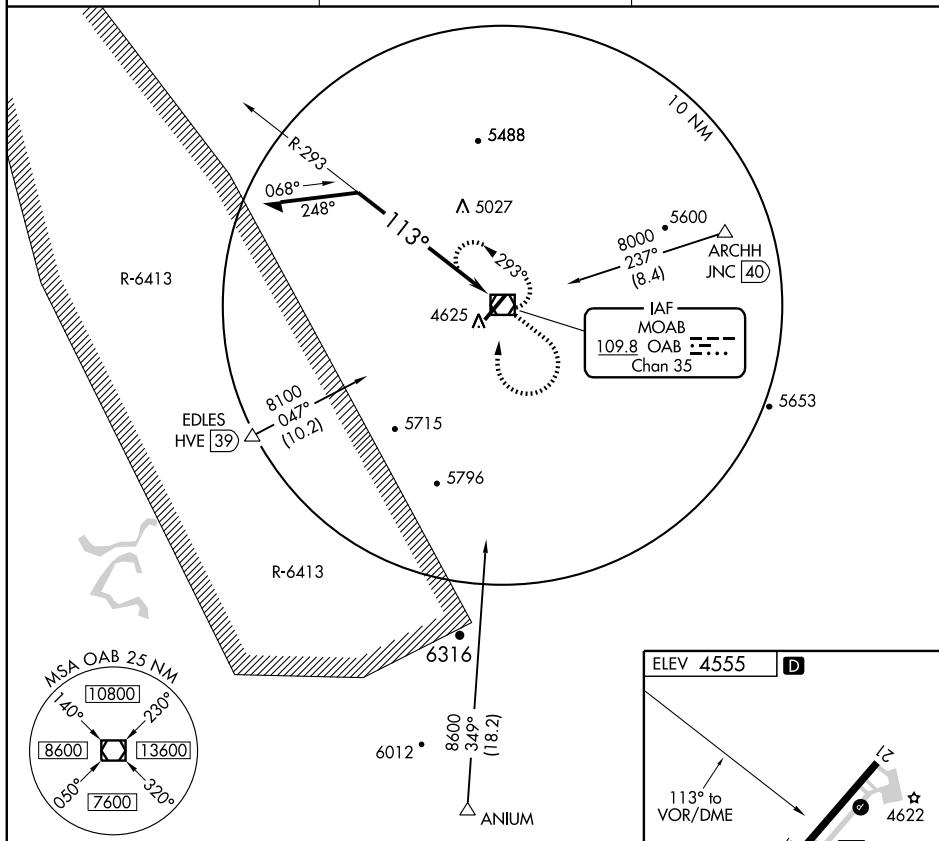
VOR-A

MOAB/CANYONLANDS FIELD (CNY)



Procedure not authorized when R-6413 in operation.

MISSED APPROACH: Climb to 6100 then climbing right turn to 7100 direct OAB VOR/DME and hold.

ASOS  
**118.525**DENVER CENTER  
**134.5 327.8**UNICOM  
**122.8 (CTAF) 0**

Remain within 10 NM

\* VOR/DME

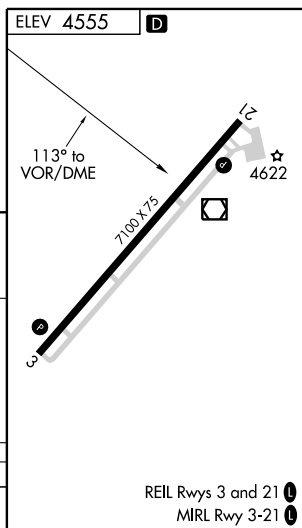
7000

293°

113°

|      |      |       |
|------|------|-------|
| 6100 | 7100 | OAB   |
| ↑    | ↷    | ☐     |
|      |      | 109.8 |

\* Maintain 7100 or above until established outbound for procedure turn.



| CATEGORY | A                     | B | C                     | D                   |
|----------|-----------------------|---|-----------------------|---------------------|
| CIRCLING | 5500-1¼ 945 (1000-1¼) |   | 5500-2¾ 945 (1000-2¾) | 5500-3 945 (1000-3) |

REIL Rwy 3 and 21 0

MIRL Rwy 3-21 0

## AIRPORT DIAGRAM

AFD-296 [USAF]

OGDEN, UTAH

ATIS 134.925 397.9  
 HILL TOWER  
 127.15 263.15  
 GND CON  
 121.6 275.8  
 CLNC DEL  
 124.1 335.8

1000 x 200

ELEV  
4783

BAK-12/14

BAK-12

140.5°  
13,508 x 200

APRIL 2010

ANNUAL RATE OF CHANGE

0.1° W

41°08'N

600 x  
200CONTROL  
TOWER  
4918FIELD  
ELEV  
4789ELEV  
4775SUN  
SHADESAIR  
FREIGHT  
RAMPHANGAR  
TERMINALBASE  
OPSFIRE  
STATION  
HANGARSELEV  
4780

41°07'N

BAK-12

BAK-12/14

HANGARS

RWY 14-32  
PCN 68 R/B/W/TELEV  
4775

HANGAR

ELEV  
4780

1000 x 200

111°58'W

41°06'N

## AIRPORT DIAGRAM

OGDEN, UTAH

HILL AFB (KHIF)

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

**HILL AFB** (HIF)(KHIF) AF 6 S UTC-7(-6DT) N41°07.44' W111°58.38'

**SALT LAKE CITY**

4789 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE HIF Not insp.

**COPTER**

**RWY 14-32:** H13508X200 (PEM) PCN 68 R/B/W/T HIRL

**H-3D, L-9C, 11D**

**RWY 14:** ALSF2. REIL. PAPI(P4L).

**RWY 32:** ODALS. REIL. PAPI(P4L). Rgt tfc.

**DIAP, AD**

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 14:** TORA—13508 TODA—13508

**RWY 32:** TORA—13508 TODA—13508

**ARRESTING GEAR/SYSTEM**

**RWY 14 BAK-14 BAK-12B(B) (1250') HOOK BAK-12B(B) (2574')**

**HOOK BAK-12B(B) (2592') BAK-14 BAK-12B(B) (1258') RWY 32**

**MILITARY SERVICE:** LGT PAPI rwy reference point and ILS rwy point of intercept not coincidental. Tallest lgt on Rwy 32 ODALS 31' AGL. ODALS Rwy 32 are NSTD 1460'. **A-GEAR** BAK-12A dep end active rwy in raised position, 15 minute (30 minute non-duty hr) prior notice rqr to erect on apch end of active rwy. BAK-12B/14 on req from twr.

**JASU** 4(MA-1A) 7(A/M32A-86) 5(AM32A-60) **FUEL J8 FLUID SP PRESAIR LHOX LOX De-Ice**

**OIL** 0-128-133-148-156, JOAP-4 hr prior notice rqr DSN 777-1861. **TRAN ALERT** Opr 24 hrs Mon 0600Z thru Sat 0600Z, Sat-Sun 1400-0600Z. De-icing avbl all acft. Limited fleet svc avbl (lavatory only) 24 hr prior notice.

**MILITARY REMARKS:** Opr 24 hrs Mon 0700Z thru Sat 0700Z Sat-Sun 1500-0700Z. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Engine running offloads unauthorized. PPR all acft ctc Base OPS DSN 777-1861, C801-777-1861. Tran acft with unexpended live ordnance unauthorized without prior coordination. Lifeguard/MEDEVAC/Search and Rescue/Mission essential acft ctc Base OPS DSN 777-1861, C801-777-1861 fax extension 2221 as soon as possible prior to arrival to ensure coordination will be completed. VIP acft ctc PTD 30 min prior to ETA with firm block time. Twy D east of rwy is clsd. **CAUTION** Parachute Jumping exercises E of Ogden Arpt, 4 NM N of HIF 1 NM E of final. Heavy airline and civilian tfc on apch and dep. Strict adherence to ATC altitude and heading mandatory. Expect turbulence apch and ldg Rwy 14 during medium to high sfc winds. Wind velocity may vary from apch to departure end of rwy. Do not mistake Ogden Arpt 4.5 NM N for Hill AFB. Acft departures should not exceed 6300' until past departure end of rwy to avoid overhead tfc pat. **TFC PAT** TPA—Rectangular 6300(1511), overhead 6800(2011), maintain 6800(2011) until turning base leg. USAF (AF, ANG, AFRC) fighter acft expect reduced rwy separation day, VFR—3000' between similar acft, 6000' between dissimilar acft. Variations exist for different type opr. Tran fighter acft must notify twr on initial ctc if reduced rwy separation is not desired. Right breaks for Rwy 32. **NS ABTMT** Strict adherence to NS ABTMT rqr. Tran acft restricted to straight-in full stop only on weekends, holiday, and on weekdays between 0000-1500Z daily. **CSTMS/AG/IMG** CSTMS/IMG avbl to ACC and AMC flt. **MISC** First 1500' Rwy 14 and first 1500' Rwy 32 concrete. Utah Test and Training Range OPS see CLOVER CONTROL. Obsn/forecast avbl Mon 1200Z-Fri 2300Z, clsd weekends. ctc Hill AFB wx DSN 777-2018.

**COMMUNICATIONS: HILL ATIS** 134.925 397.9 **PTD** 139.3 371.95

**(R) SALT LAKE CITY APP/DEP CON** 121.1 319.25

**TOWER** 127.15 263.15 251.05 (Opr 24 hrs Mon 0700Z thru Sat 0700Z, Sat-Sun 1500-0700Z)

**GND CON** 121.6 275.8 **CLNC DEL** 124.1 335.8

**HILL COMD POST** (ACC-RAYMOND 23, others CONVOY.) 381.3 **PMSV METRO** 342.3 Wx flight forecaster avbl during local flying hrs, standby during weekend, holidays and wing down days DSN 777-2018. C801-777-2018. During wx flight closures remote briefing/forecast svc avbl 24 hr from 25 OWS Davis Monthan AFB DSN 228-6598 C520-228-6598. Ceilings and visibility are frequently lower on the N end of the rwy and E-SE along mountains.

**RADIO AIDS TO NAVIGATION: NOTAM FILE OGD.**

**OGDEN (L) VORTACW** 115.7 OGD Chan 104 N41°13.45' W112°05.90' 123° 8.3 NM to fld. 4223/14E.

**(L) TACAN** Chan 49 HIF (111.2) N41°07.23' W111°57.82' at fld. 4806/14E. NOTAM FILE HIF.

**TACAN unusable:**

003°-123° byd 5 NM blo 13,500'

123°-138° byd 10 NM

003°-123° byd 10 NM

333°-003° byd 22 NM.

**ILS** 109.9 I-HIF Rwy 14.



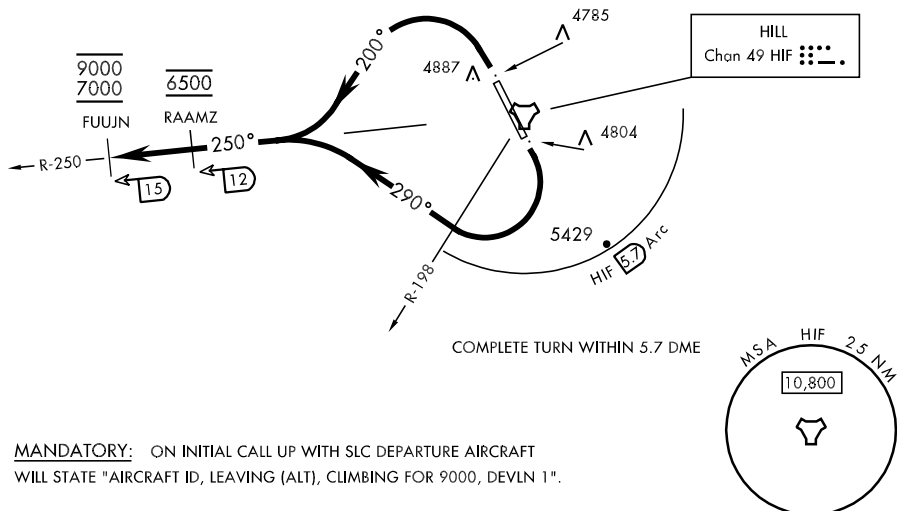
ATIS 134.925 397.9  
 CLNC DEL  
 124.1 335.8  
 GND CON  
 121.6 275.8  
 HILL TOWER  
 127.15 263.15  
 SALT LAKE CITY  
 DEP CON  
 121.1 319.25  
 CLOVER CON  
 134.1 285.65

| Rwy | Knots    | 60   | 120  | 180   | 240   | 300   | 360   |
|-----|----------|------|------|-------|-------|-------|-------|
| 14  | V/V(fpm) | 2095 | 4190 | 6285  | 8380  | 10475 | 12570 |
| 32  | V/V(fpm) | 4610 | 9220 | 13830 | 18440 | 23050 | 27660 |

ATC Climb Rate to 5200

### FOR STEREO FLIGHT PLAN USE ONLY

AIRSPEED IN EXCESS OF 350 KIAS NOT  
 AUTHORIZED UNTIL ESTABLISHED:  
 RWY 14 HEADING 290°  
 RWY 32 HEADING 200°



**MANDATORY:** ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT  
 WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 9000, DEVLN 1".

EMERG SAFE ALT 100 NM 15,600

### DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 14:** Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

**TAKE-OFF RWY 32:** Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

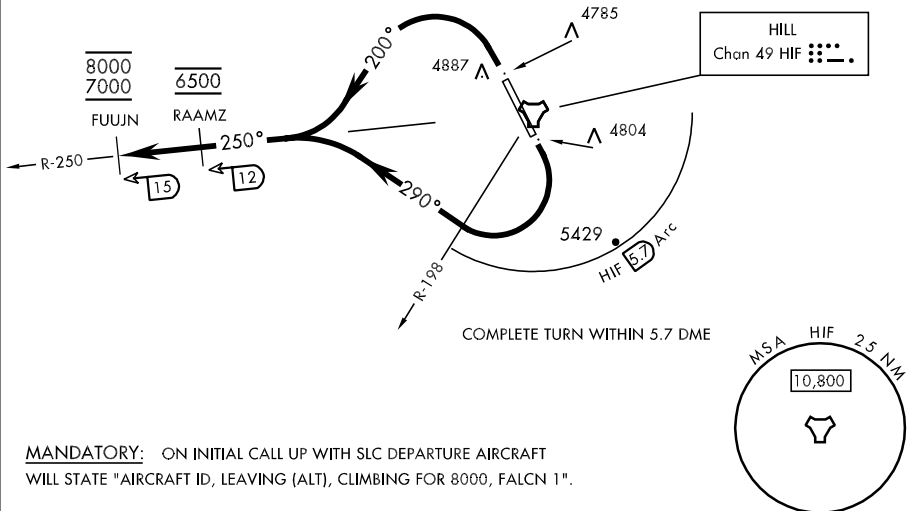
ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65

| Rwy | Knots    | 60   | 120  | 180   | 240   | 300   | 360   |
|-----|----------|------|------|-------|-------|-------|-------|
| 14  | V/V(fpm) | 2095 | 4190 | 6285  | 8380  | 10475 | 12570 |
| 32  | V/V(fpm) | 4610 | 9220 | 13830 | 18440 | 23050 | 27660 |

ATC Climb Rate to 5200

FOR STEREO FLIGHT  
PLAN USE ONLY

AIRSPED IN EXCESS OF 350 KIAS NOT  
AUTHORIZED UNTIL ESTABLISHED:  
RWY 14 HEADING 290°  
RWY 32 HEADING 200°



**MANDATORY:** ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT  
WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 8000, FALCN 1".

EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 14:** Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

**TAKE-OFF RWY 32:** Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

FREMONT 1 (VECTOR) DP (FRMNT1 • FRMNT)

HILL AFB (KHIF)

OGDEN, UTAH

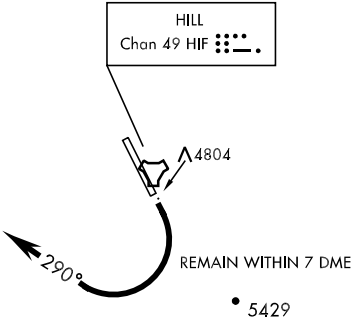
ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65

SHL-296 [USAF]

| Rwy    | Knots    | 60  | 120  | 180  | 240  | 300  | 360  |
|--------|----------|-----|------|------|------|------|------|
| 14 (a) | V/V(fpm) | 580 | 1160 | 1740 | 2320 | 2900 | 3480 |
| 14 (b) | V/V(fpm) | 260 | 520  | 780  | 1040 | 1300 | 1560 |

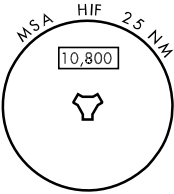
ATC Climb Rate

- (a) To 5200
- (b) From 5200 to 6300



LOST COMMUNICATIONS: IF RADIO CONTACT HAS NOT BEEN ESTABLISHED BY HIF R-225 OR 12 DME, SQUAWK 7600 AND IMMEDIATELY CLIMB TO 7500 MSL.

EMERG SAFE ALT 100 NM 15,600



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within 7 DME, maintain 6500.

TACAN OUT: Turn right heading 290°, maintain 6500.

LOC I-HIF  
109.9

APCH CR  
139°

|           |        |
|-----------|--------|
| Rwy Idg   | 13,508 |
| TDZE      | 4786   |
| Arpt Elev | 4789   |

JAL-296 [USAF]

HILL AFB (KHIF)

**T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase RVR to 50 and vis to 1 mile.  
 \*\*\* Circling not authorized NE of Rwy 14-32.

ALSF-2

**MISSED APPROACH:** To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

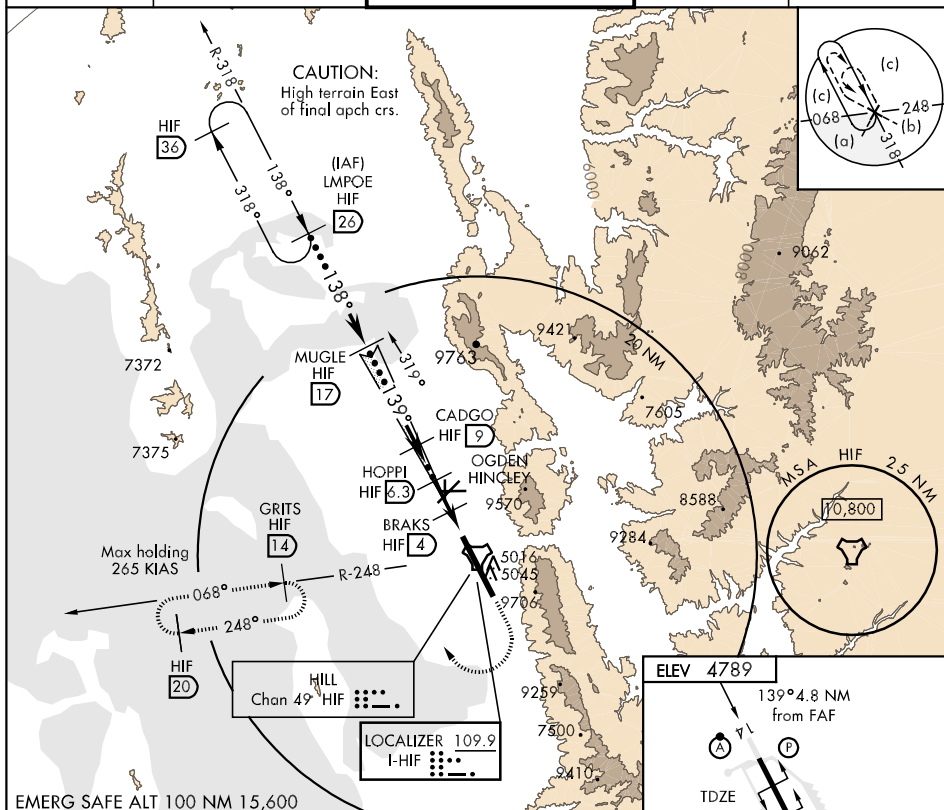
ATIS ★  
134.925 397.9

SALT LAKE CITY APP CON  
121.1 319.25

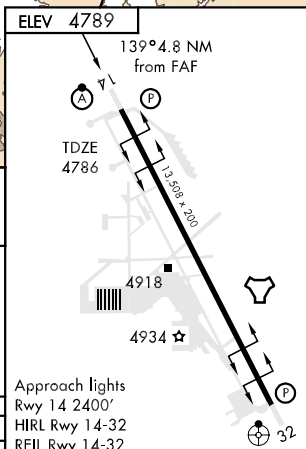
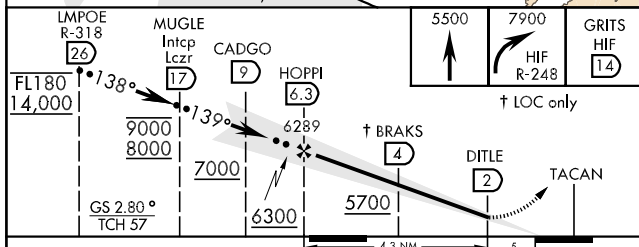
HILL TOWER  
127.15 263.15

GND CON  
121.6 275.8

CLNC DEL  
**124.1 335.8**



EMERG SAFE ALT 100 NM 15,600



| CATEGORY     | C                       | D      | E           |
|--------------|-------------------------|--------|-------------|
| S-ILS 14 *   | 4986/24                 | 200    | (200-½)     |
| S-LOC 14 **  | 5040/40                 | 254    | (300-¾)     |
| CIRCLING *** | 5240-1½<br>451 (500-1½) | 5340-2 | 551 (600-2) |

| FAF to MAP 4.3 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 120  | 140  | 160  | 180  | 200  |
| Min:Sec           | 2:09 | 1:51 | 1:37 | 1:26 | 1:17 |

OGDEN, UTAH  
Amdt 3 10098

41°07'N-111°58'W

HILL AFB (KHIF)

HI-ILS RWY 14

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

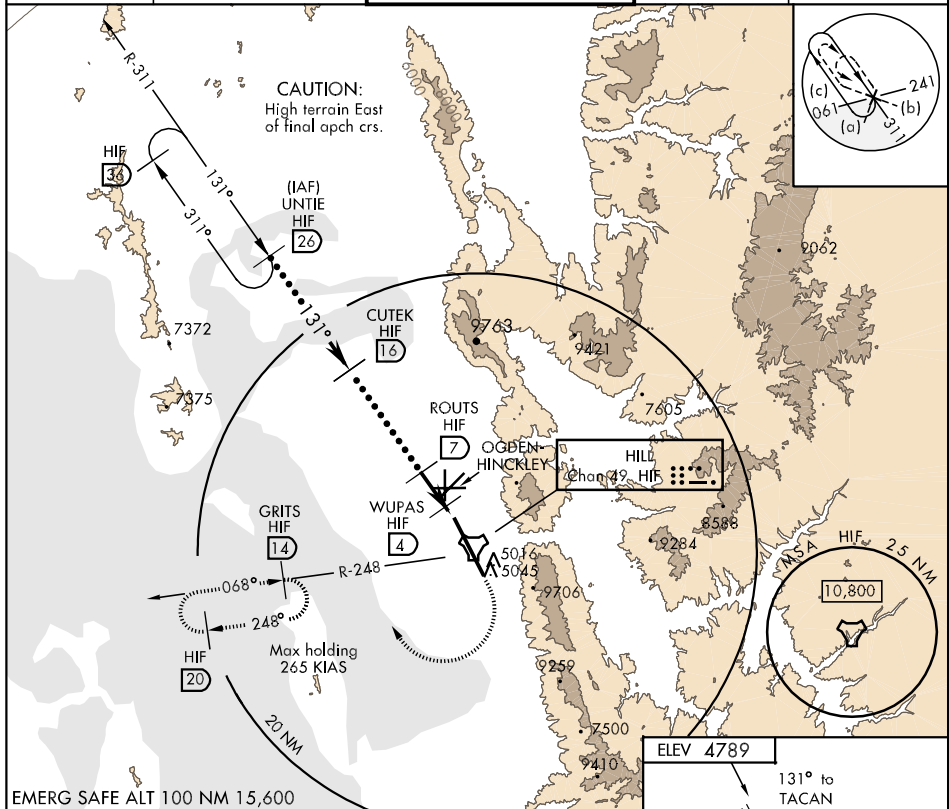
|                             |                         |  |                |                 |
|-----------------------------|-------------------------|--|----------------|-----------------|
| TACAN HIF<br>Chan <b>49</b> | APCH CRS<br><b>131°</b> | Rwy ldg <b>13,508</b><br>TDZE <b>4786</b><br>Arpt Elev <b>4789</b> | JAL-296 [USAF] | HILL AFB (KHIF) |
|-----------------------------|-------------------------|--|----------------|-----------------|

▼ \* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 1/4 miles.  
\*\* Circling not authorized NE of Rwy 14-32.

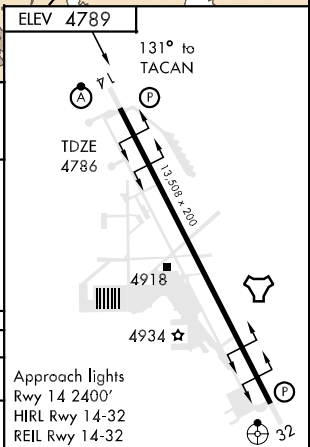
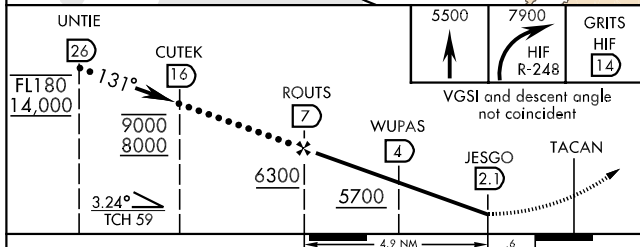


MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

|                                |   |                                    |                               |                                |
|--------------------------------|---|------------------------------------|-------------------------------|--------------------------------|
| ATIS ★<br><b>134.925 397.9</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | HILL TOWER<br><b>127.15 263.15</b> | GND CON<br><b>121.6 275.8</b> | CLNC DEL<br><b>124.1 335.8</b> |
|--------------------------------|---|------------------------------------|-------------------------------|--------------------------------|



EMERG SAFE ALT 100 NM 15,600



| CATEGORY    | C                             | D      | E           |
|-------------|-------------------------------|--------|-------------|
| S-14 *      | 5140/40                       | 354    | (400-3/4)   |
| CIRCLING ** | 5240-1 1/2<br>451 (500-1 1/2) | 5340-2 | 551 (600-2) |

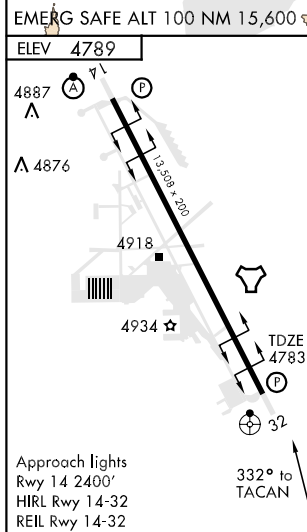
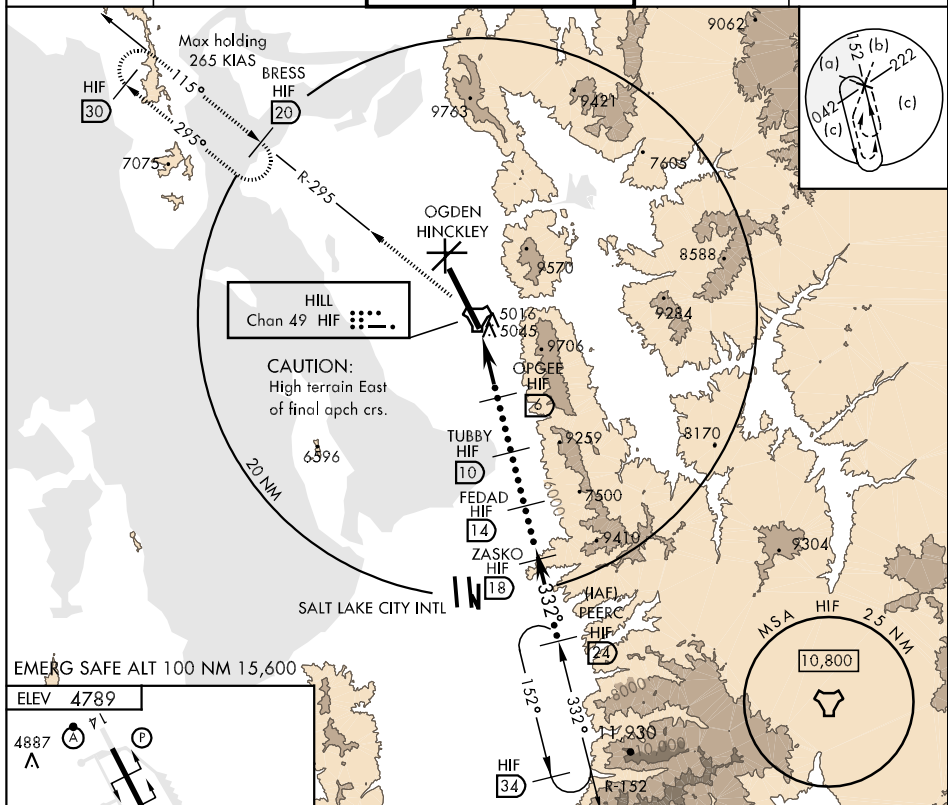
|                         |                         |  |
|-------------------------|-------------------------|--|
| TACAN<br>Chan <b>49</b> | APCH CRS<br><b>332°</b> | Rwy Idg <b>13,508</b><br>TDZE <b>4783</b><br>Arpt Elev <b>4789</b> |
|-------------------------|-------------------------|--|

JAL-296 [USAF]

HILL AFB (KHIF)

|  |              |   |
|--|--------------|---|
| <p><b>V</b></p> <p>* Circling not authorized E of Rwy 14-32.</p> | <p>ODALS</p> | <p>MISSED APPROACH: Climbing left turn to 8400 out HIF TACAN R-295 to BRESS and hold.</p> |
|--|--------------|---|

|                              |   |                                    |                               |                                |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>134.925 397.9</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | HILL TOWER<br><b>127.15 263.15</b> | GND CON<br><b>121.6 275.8</b> | CLNC DEL<br><b>124.1 335.8</b> |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|



|   |                         |   |                             |  |
|---|-------------------------|---|-----------------------------|--|
| <p>8400 BRESS HIF 20</p> <p>HIF R-295</p> |                         | <p>VGSI and descent angle not coincident.</p> |                             | <p>PEERC R-152 24</p> <p>15,000 14,000</p> |
| <p>TACAN</p> <p>FIKAP 1.4</p> <p>6800</p> |                         | <p>TUBBY 10</p> <p>8400</p>                   | <p>FEDAD 14</p> <p>9500</p> | <p>ZASKO 18</p> <p>10000</p>               |
| <p>6 8.6 NM</p>                           |                         | <p>332°</p> <p>3.55° TCH 52</p>               |                             |  |
| CATEGORY                                  | C                       | D   | E                           |  |
| S-32                                      | 5240/50<br>457 (500-1)  | 5240/60                                       | 457                         | (500-1¼)                                   |
| CIRCLING *                                | 5240-1½<br>451 (500-1½) | 5340-2  | 551                         | (600-2)                                    |

ATIS 134.925 397.9

CLNC DEL

124.1 335.8

GND CON

121.6 275.8

HILL TOWER

127.15 263.15

SALT LAKE CITY

DEP CON

121.1 319.25

CLOVER CON

134.1 285.65

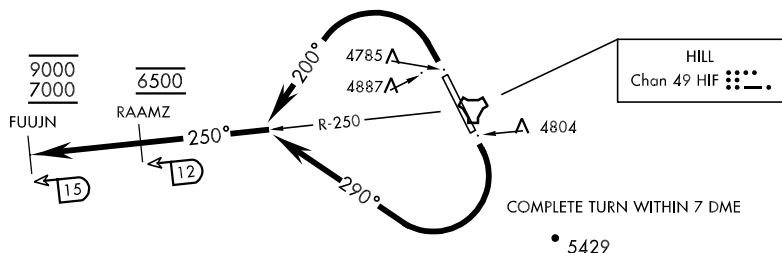
| Rwy    | Knots    | 60  | 120  | 180  | 240  | 300  | 360  |
|--------|----------|-----|------|------|------|------|------|
| 14 (C) | V/V(fpm) | 580 | 1160 | 1740 | 2320 | 2900 | 3480 |
| 14 (B) | V/V(fpm) | 260 | 520  | 780  | 1040 | 1300 | 1560 |
| 32 (C) | V/V(fpm) | 660 | 1320 | 1980 | 2640 | 3300 | 3960 |

ATC Climb Rate

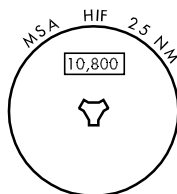
(C) To 5200

(B) From 5200 to 6300

(C) To 5700

FOR STEREO FLIGHT  
PLAN USE ONLY

AIRSPED IN EXCESS OF 350 KIAS NOT  
AUTHORIZED UNTIL ESTABLISHED:  
RWY 14 HEADING 290°  
RWY 32 HEADING 200°



EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

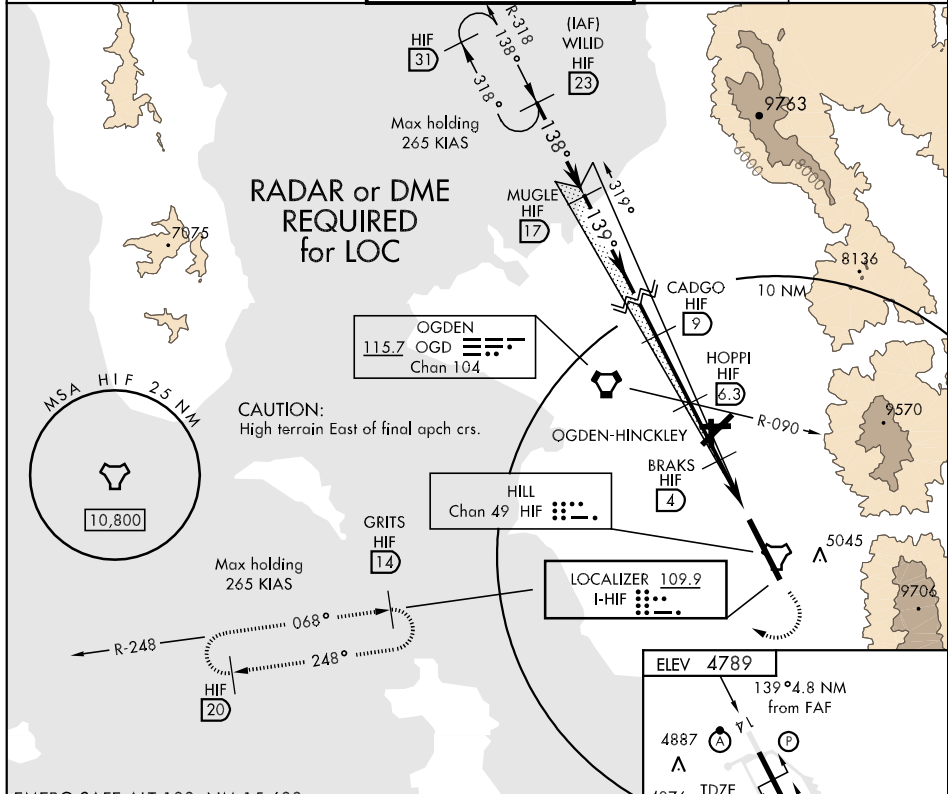
TAKE-OFF RWY 14: Turn right heading 290°, intercept HIF R-250 outbound prior to 12 DME (complete turn within 7 DME), cross RAAMZ at 6500, maintain block 7000 through 9000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF R-250 outbound prior to 12 DME, cross RAAMZ at 6500, maintain block 7000 through 9000.

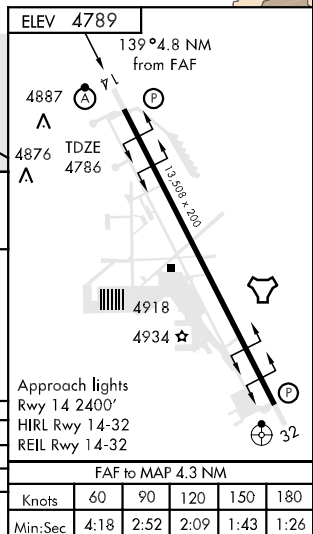
|                           |                         |  |               |                 |
|---------------------------|-------------------------|--|---------------|-----------------|
| LOC I-HIF<br><b>109.9</b> | APCH CRS<br><b>139°</b> | Rwy Idg <b>13,508</b><br>TDZE <b>4786</b><br>Arpt Elev <b>4789</b> | AL-296 [USAF] | HILL AFB (KHIF) |
|---------------------------|-------------------------|--|---------------|-----------------|

|  |               |  |
|--|---------------|--|
| <p>▼ * When ALS inop, increase RVR to 40 and vis to 3/4 mile.<br/>                 ** When ALS inop, increase RVR to 50 and vis to 1 mile.<br/>                 *** Circling not authorized in sector NE of Rwy 14-32.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.</p> |
|--|---------------|--|

|                              |   |                                    |                               |                                |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>134.925 397.9</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | HILL TOWER<br><b>127.15 263.15</b> | GND CON<br><b>121.6 275.8</b> | CLNC DEL<br><b>124.1 335.8</b> |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|



|  |                        |                          |                            |                 |                    |
|--|------------------------|--------------------------|----------------------------|-----------------|--------------------|
| EMERG SAFE ALT 100 NM 15,600   |                        |                          |                            |                 |                    |
| WILD HIF 23<br>8600  | MUGLE Inop Lczz HIF 17 | CADGO HIF 9<br>OGD R-090 | HOPPI HIF 6.3<br>OGD R-090 | GRITS HIF 14    |                    |
| <p>5500 7900</p> <p>↑ LOC only</p> <p>TACAN</p> <p>DITLE HIF 2</p> <p>BRAKS HIF 4</p> <p>6289</p> <p>6300</p> <p>7000</p> <p>GS 2.80° TCH 57</p> <p>4.3 NM .5 NM</p> |                        |                          |                            |                 |                    |
| CATEGORY   | A                      | B                        | C                          | D               | E                  |
| S-ILS 14 *   | 4986/24 200 (200-1/2)  |                          |                            |                 |                    |
| S-LOC 14 **  | 5040/24                | 254 (300-1/2)            | 5040/40                    | 254 (300-3/4)   |                    |
| CIRCLING ***   | 5240-1                 | 451 (500-1)              | 5240-1 1/2                 | 451 (500-1 1/2) | 5340-2 551 (600-2) |





|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-HIF<br><b>109.9</b> | APCH CRS<br><b>139°</b> | Rwy Idg <b>13,508</b><br>TDZE <b>4786</b><br>Arpt Elev <b>4789</b> |
|---------------------------|-------------------------|--|

AL-296 [USAF]

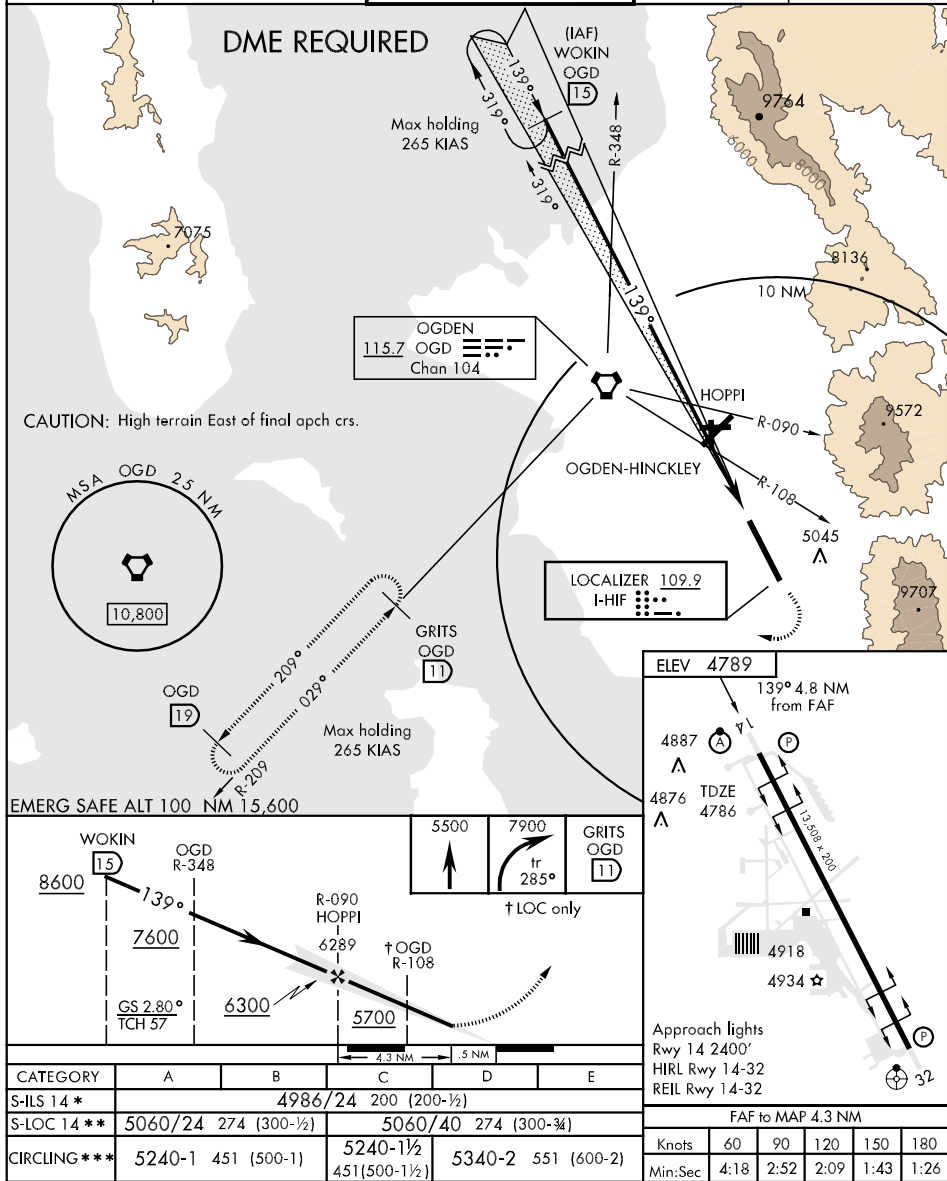
HILL AFB (KHIF)

▼ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase RVR to 50 and vis to 1 mile.  
 \*\*\* Circling not authorized in sector NE of Rwy 14-32.



MISSED APPROACH: To 5500, then climbing right turn to 7900, track 285° intercept OGD VORTAC R-209 to GRITS and hold.

|                              |   |                                    |                               |                                |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>134.925 397.9</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | HILL TOWER<br><b>127.15 263.15</b> | GND CON<br><b>121.6 275.8</b> | CLNC DEL<br><b>124.1 335.8</b> |
|------------------------------|---|------------------------------------|-------------------------------|--------------------------------|



SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

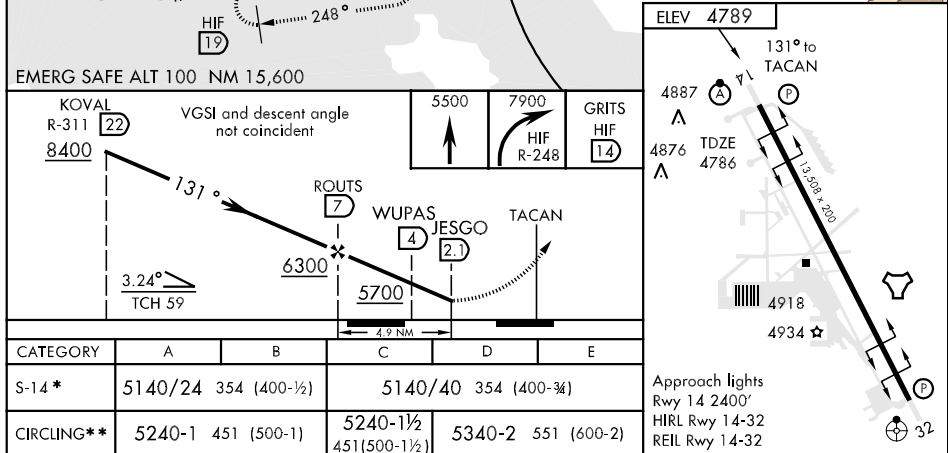
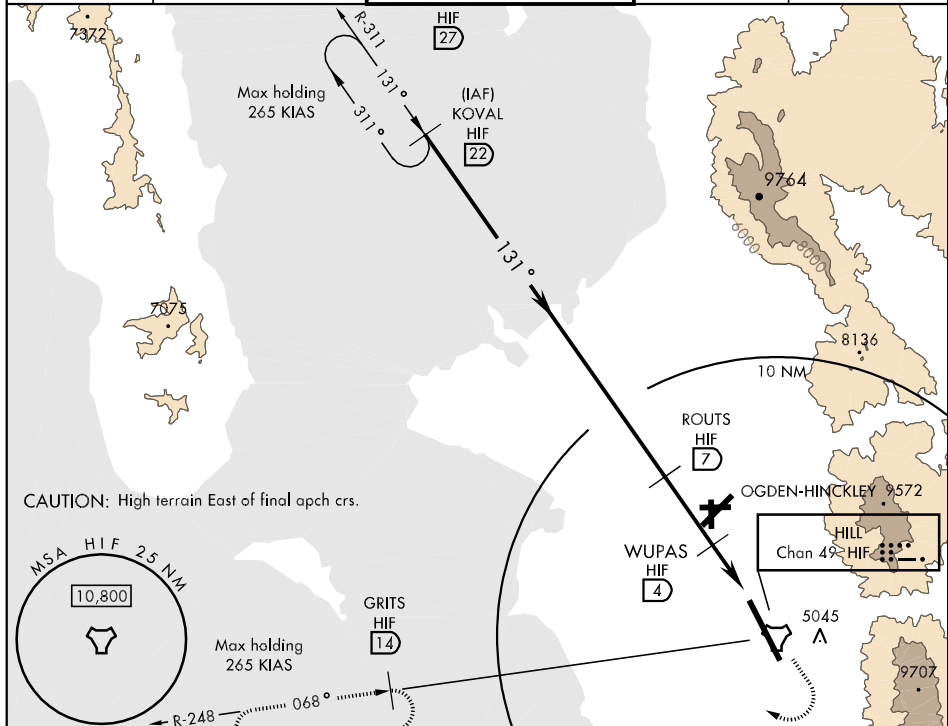
|                      |                  |   |               |                 |
|----------------------|------------------|---|---------------|-----------------|
| TACAN HIF<br>Chan 49 | APCH CRS<br>131° | Rwy Idg 13,508<br>TDZE 4786<br>Arpt Elev 4789 | AL-296 [USAF] | HILL AFB (KHIF) |
|----------------------|------------------|---|---------------|-----------------|

▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized in sector NE of Rwy 14-32.



MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF TACAN R-248 to GRITS and hold.

|                       |  |                             |                        |                         |
|-----------------------|--|-----------------------------|------------------------|-------------------------|
| ATIS<br>134.925 397.9 | SALT LAKE CITY APP CON<br>121.1 319.25 | HILL TOWER<br>127.15 263.15 | GND CON<br>121.6 275.8 | CLNC DEL<br>124.1 335.8 |
|-----------------------|--|-----------------------------|------------------------|-------------------------|



WILLARD 1 (VECTOR) DP (WLLRD1 • WLLRD)

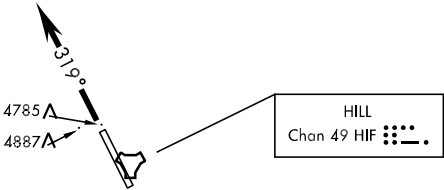
OGDEN, UTAH

ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65

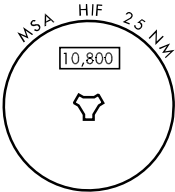
SHL-296 [USAF]

| Rwy | Knots    | 60  | 120  | 180  | 240  | 300  | 360  |
|-----|----------|-----|------|------|------|------|------|
| 32  | V/V(fpm) | 660 | 1320 | 1980 | 2640 | 3300 | 3960 |

ATC Climb Rate to 5700



• 5429



EMERG SAFE ALT 100 NM 15,600



DEPARTURE ROUTE DESCRIPTION

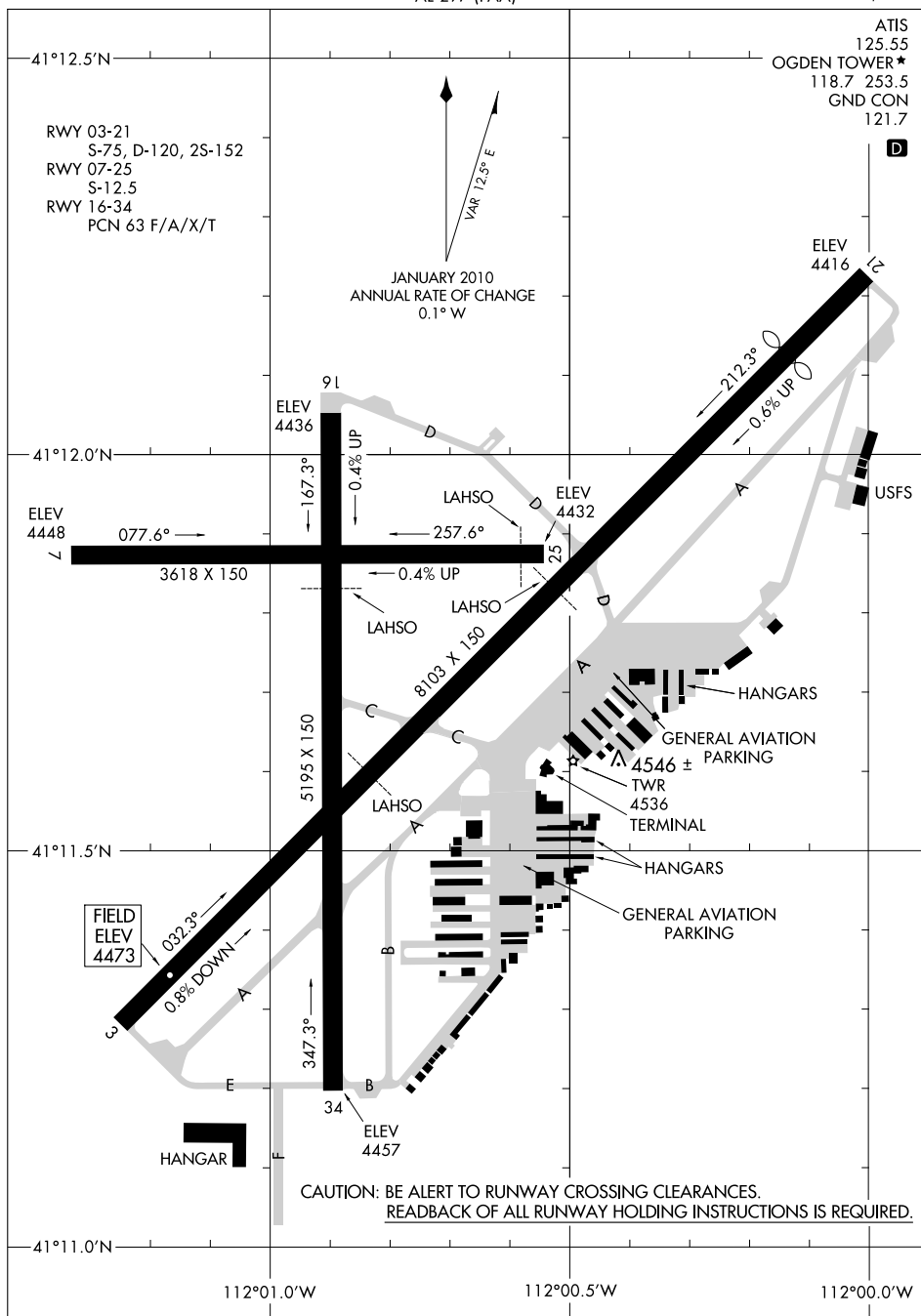
TAKE-OFF RWY 32: Track heading 319 °, maintain 7000.

## AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)  
OGDEN, UTAH

SW-4, 23 SEP 2010 to 21 OCT 2010



SW-4, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

OGDEN, UTAH  
OGDEN-HINCKLEY (OGD)

**OGDEN-HINCKLEY** (OGD) 3 SW UTC-7(-6DT) N41°11.74' W112°00.78'

SALT LAKE CITY

4473 B S4 FUEL 100, JET A1 + OX 1, 2 TPA—See Remarks Class I, ARFF Index B

COPTER

H-3D, L-9C, 11D  
IAP, AD

NOTAM FILE OGD

RWY 03-21: H8103X150 (ASPH-GRVD) S-75, D-120, 2S-152 HIRL

RWY 03: MALS. PAPI(P4L)—GA 3.0° TCH 56'. Trees. 0.8% down.

RWY 21: PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 851'. Sign. Rgt tfc. 0.6% up.

RWY 16-34: H5195X150 (ASPH-PFC) PCN 63 F/A/X/T  
MIRL 0.4% up S

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Ditch. Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Sign.

RWY 07-25: H3618X150 (ASPH) S-12.5 0.4% up W

RWY 07: REIL. VASI(V4L)—GA 3.5° TCH 50'.

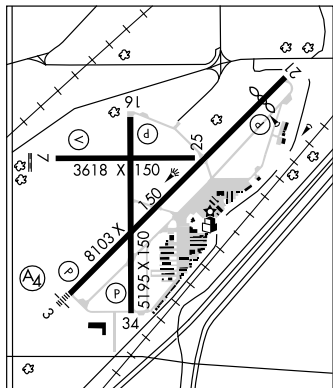
RWY 25: Rgt tfc.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 03  | 07-25            | 4700      |
| RWY 07  | 03-21            | 3450      |
| RWY 21  | 16-34            | 4550      |
| RWY 34  | 07-25            | 3850      |

**RUNWAY DECLARED DISTANCE INFORMATION**

|         |           |           |           |          |
|---------|-----------|-----------|-----------|----------|
| RWY 03: | TORA-8103 | TODA-8103 | ASDA-7252 | LDA-7252 |
| RWY 07: | TORA-3618 | TODA-3618 | ASDA-3618 | LDA-3618 |
| RWY 16: | TORA-5195 | TODA-5195 | ASDA-5195 | LDA-5195 |
| RWY 21: | TORA-8103 | TODA-8103 | ASDA-8103 | LDA-7252 |
| RWY 25: | TORA-3618 | TODA-3618 | ASDA-3618 | LDA-3618 |
| RWY 34: | TORA-5195 | TODA-5195 | ASDA-5195 | LDA-5195 |



**AIRPORT REMARKS:** Attended continuously. Parachute jumping on arpt between Rwy 21 and Rwy 25. No multiple approaches. Heavy volume of Military acft flying over Ogden Arpt at 5700'-6300' MSL enroute to Hill AFB. No practice approaches—full stop lds only from 0500-1400Z. Rwy 07-25 numerous large and deep cracks, break-outs and ravelling. Rwy 07-25 massive crack-sealing has obliterated much of the marking. CLOSED to acft ops with more than 30 passenger seats except PPR, minimum 60 min notice required, call arpt manager 801-629-8251/549-4081/625-5569. No snow removal after twr closes. Arpt sfc condition unmonitored 0300-1400Z. TPA-5200(727) rqr due to interfacing tfc from Hill AFB. When twr clsd ACTIVATE HIRL Rwy 03-21, MIRL Rwy 16-34 and twy lgs—CTAF. Rwy 07-25 not avbl when twr clsd.

**WEATHER DATA SOURCES:** ASOS 125.55 (801) 622-5600. LAWRS.**COMMUNICATIONS:** CTAF 118.7 ATIS 125.55 UNICOM 122.95

RCO 122.45 (CEDAR CITY RADIO)

⑦ SALT LAKE CITY APP/DEP CON 121.1

TOWER 118.7 (1400-0300Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1400-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGD.

(L) VORTACW 115.7 OGD Chan 104 N41°13.45' W112°05.90' 100° 4.2 NM to fld. 4223/14E.

VOR portion unusable:

030°-070° byd 25 NM blo 17,000'

355°-030° byd 15 NM

070°-130° byd 15 NM

DME unusable:

255°-280° byd 30 NM blo 11,000'

355°-130° byd 15 NM

ILS/DME 111.7 I-OGD Chan 54 Rwy 03 Class IT. ILS/DME unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**PANGUITCH MUNI** (U55) 3 NE UTC-7(-6DT) N37°50.71' W112°23.52'

LAS VEGAS

6763 B S2 NOTAM FILE CDC

H-3D, L-9C

RWY 18-36: H5700X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L).

RWY 36: PAPI(P2L).

**AIRPORT REMARKS:** Unattended. Antelope on and in vicinity of arpt during summer months. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and PAPI Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.125 (435) 676-8784.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35' W112°18.23' 321° 10.2 NM to fld.

9040/15E.

## EMONT ONE DEPARTURE (OBSTACLE)

SL-297 (FAA)

OGDEN-HINCKLEY (OGD)

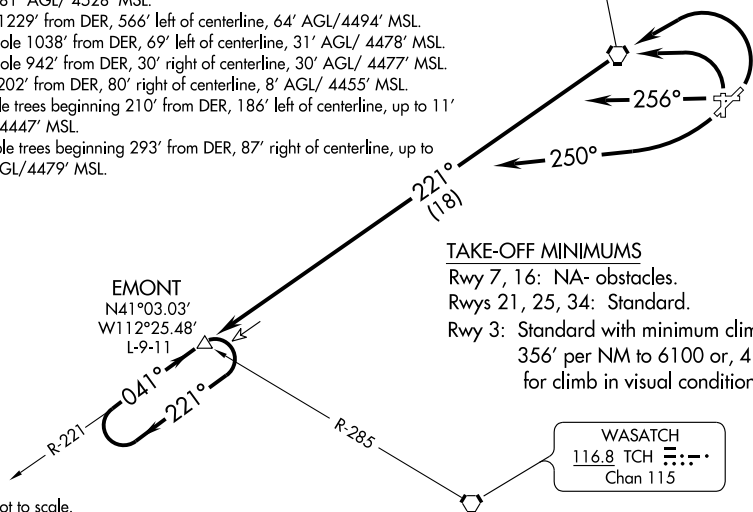
OGDEN, UTAH

## TAKE-OFF OBSTACLE NOTES

- Rwy 3: Multiple trees beginning 376' from DER, 62' left of centerline, up to 42' AGL/4451' MSL.  
 Tree 430' from DER, 503' right of centerline, 46' AGL/4455' MSL.  
 Flagpole 348' from DER, 583' right of centerline, 42' AGL/4451' MSL.  
 Lightpole 241' from DER, 535' left of centerline, 38' AGL/4447' MSL.  
 Pole 628' from DER, 611' right of centerline, 45' AGL/ 4454' MSL.  
 OL on DME 195' from DER, 268' right of centerline, 17' AGL/ 4426' MSL.  
 Road 231' from DER, 470' right of centerline, 14' AGL/ 4423' MSL.  
 Lightpole 396' from DER, 385' right of centerline, 16' AGL/ 4425' MSL.  
 Road 158' from DER, 307' left of centerline, 10' AGL/4419' MSL.
- Rwy 21: Multiple trees and poles beginning 702' from DER, 6' left of centerline, up to 98' AGL/4570' MSL.  
 Multiple trees beginning 2001' from DER, 421' right of centerline, up to 89' AGL/ 4561' MSL.  
 Rod on building 2465' from DER, 858' left of centerline, 62' AGL/4541' MSL.
- Rwy 25: Multiple trees and bushes beginning 188' from DER, 244' left of centerline, up to 81' AGL/ 4528' MSL.  
 Tank 1229' from DER, 566' left of centerline, 64' AGL/4494' MSL.  
 Lightpole 1038' from DER, 69' left of centerline, 31' AGL/ 4478' MSL.  
 Lightpole 942' from DER, 30' right of centerline, 30' AGL/ 4477' MSL.  
 Bush 202' from DER, 80' right of centerline, 8' AGL/ 4455' MSL.
- Rwy 34: Multiple trees beginning 210' from DER, 186' left of centerline, up to 11' AGL/4447' MSL.  
 Multiple trees beginning 293' from DER, 87' right of centerline, up to 43' AGL/4479' MSL.

ATIS 125.55  
 GND CON  
 121.7  
 OGDEN TOWER ★  
 118.7 253.5  
 SALT LAKE CITY DEP CON  
 121.1 319.25

OGDEN  
 115.7 OGD  
 Chan 104  
 N41°13.45'-W120°05.90'



## TAKE-OFF MINIMUMS

- Rwy 7, 16: NA- obstacles.  
 Rws 21, 25, 34: Standard.  
 Rwy 3: Standard with minimum climb of 356' per NM to 6100 or, 4100-3 for climb in visual conditions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 3:** Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence.... Or, climb in visual conditions to cross OGD VORTAC southwest bound at or above 8500, then on OGD R-221 to EMONT INT/ OGD 18 DME, thence....

**TAKE-OFF RUNWAY 21:** Climbing right turn heading 250° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

**TAKE-OFF RUNWAY 25:** Climb heading 256° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

**TAKE-OFF RUNWAY 34:** Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence....

....Climb in EMONT INT holding pattern to MEA/MCA for assigned route of flight.

## EMONT ONE DEPARTURE (OBSTACLE)

(EMONT1.EMONT) 08101

OGDEN, UTAH  
 OGDEN-HINCKLEY (OGD)

LOC/DME I-OGD  
**111.7**  
Chgn **54**

APP CR  
031°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>7252</b> |
| TDZE     | <b>4473</b> |
| Apt Elev | <b>4473</b> |

ILS or LOC RWY 3  
OGDEN-HINCKLEY (OGD)

**T** When VGSI inoperative, circling Rwy 7 and 16 NA at night.  
**A** DME or RADAR required.  
 Inoperative table does not apply to S-ILS-3 and S-LOC-3 Cat C.  
 When local altimeter setting not received, use Hill AFB altimeter setting.

MALS  
-III-  
(A<sub>4</sub>)

**MISSED APPROACH:** Climb to 4900, then climbing left turn to 6000 direct OGD VORTAC, then climb to 13000 via OGD R-263 to MOINT INT/OGD 15.1 DME and hold, continue climb-in-hold to 13000.

ATIS  
**125.55**

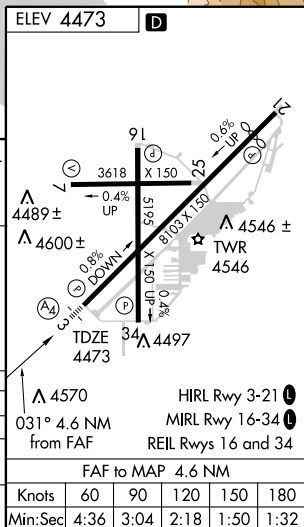
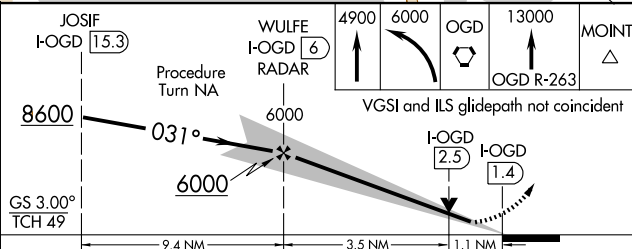
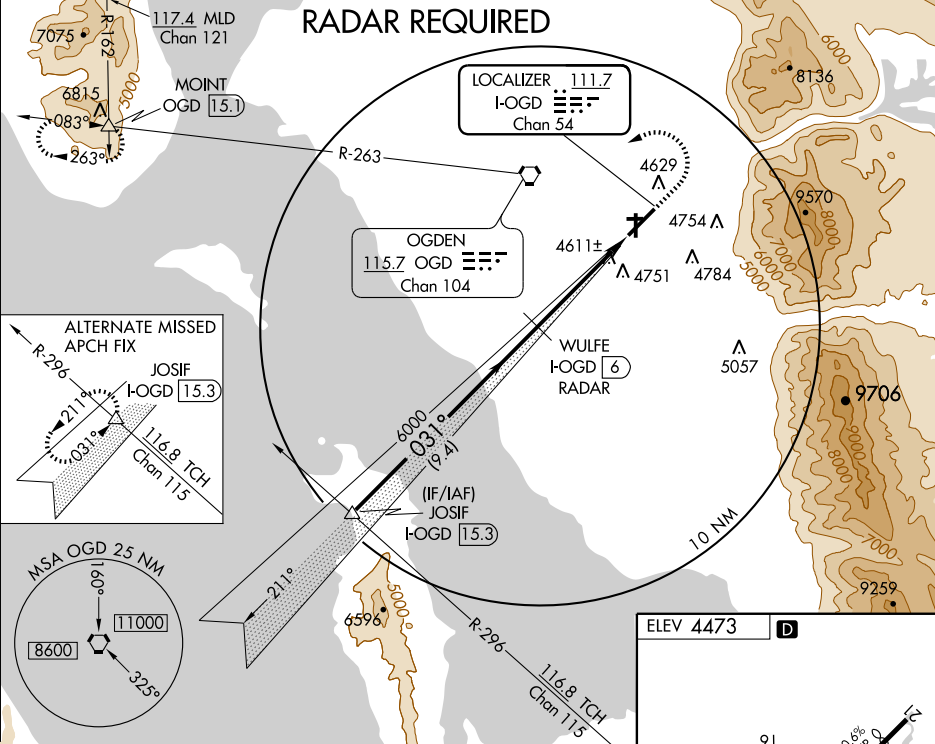
SALT LAKE CITY APP CON  
121.1 319.25

OGDEN TOWER★  
118.7 (CTAF) 253.5

GND CON  
**121.7**

UNICOM  
122.95

## RADAR REQUIRED



OGDEN, UTAH  
Amdt 4B 10154

41°12'N-112°01'W

OGDEN-HINCKLEY(OGD)  
ILS or LOC RWY 3

SW-4. 23 SEP 2010 to 21 OCT 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT               | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
|----------------------------|---------|------------------|-------------------|
| LAS VEGAS, NV              |         |                  |                   |
| NORTH LAS VEGAS (VGT)      | 25      | 12R-30L          | 4,000 feet        |
|                            | 30L     | 07-25            | 4,000 feet        |
| OGDEN, UT                  |         |                  |                   |
| OGDEN-HINCKLEY (OGD)       | 03      | 07-25            | 4,700 feet        |
|                            | 07      | 03-21            | 3,450 feet        |
|                            | 21      | 16-34            | 4,550 feet        |
|                            | 34      | 07-25            | 3,850 feet        |
| PRESCOTT, AZ               |         |                  |                   |
| ERNEST A. LOVE FIELD (PRC) | 21L     | 12-30            | 5,150 feet        |

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



APP CRS  
**031°**

Rwy Idg **7252**  
TDZE **4473**  
Apt Elev **4473**

# RNAV (GPS) Y RWY 3

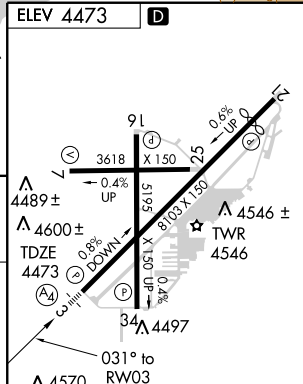
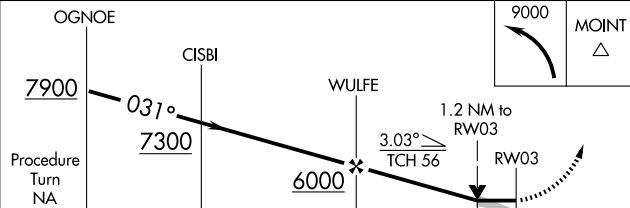
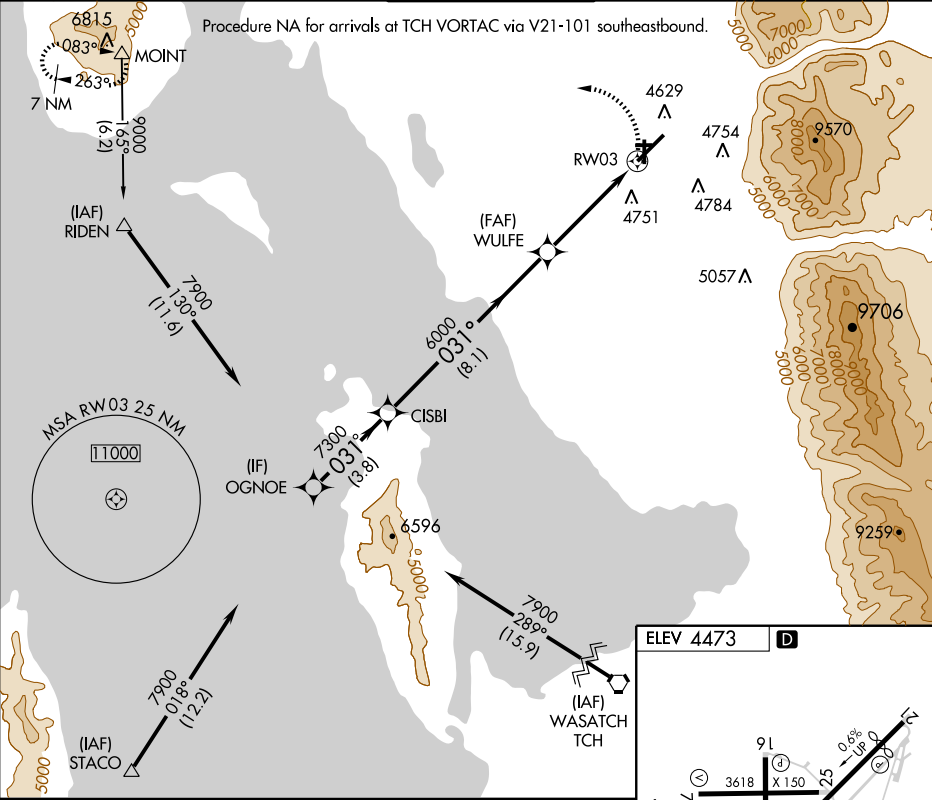
OGDEN-HINCKLEY (OGD)

**▼** DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Hill AFB altimeter setting.  
When VGSi inoperative, circling Rwy 7 and 16 NA at night.  
Inoperative table does not apply to LNAV Cat C.



**MISSED APPROACH:** Climbing left turn to 9000 direct MOINT and hold, continue climb-in-hold to 9000.

|                       |   |   |                         |                         |
|-----------------------|---|---|-------------------------|-------------------------|
| ATIS<br><b>125.55</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | OGDEN TOWER★<br><b>118.7 (CTAF) 0 253.5</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|---|-------------------------|-------------------------|



| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA | 4920-¾<br>447 (500-¾) | 4920-1¼<br>447 (500-1¼) | 4920-1½<br>447 (500-1½) | 4920-1½<br>447 (500-1½) |
| CIRCLING | 4980-1<br>507 (600-1) | 5060-1<br>587 (600-1)   | 5060-1½<br>587 (600-1½) | 5100-2<br>627 (700-2)   |

HIRL Rwy 3-21 0  
MIRL Rwy 16-34 0  
REIL Rws 16 and 34

# RNAV (GPS) Z RWY 3

OGDEN-HINCKLEY (OGD)

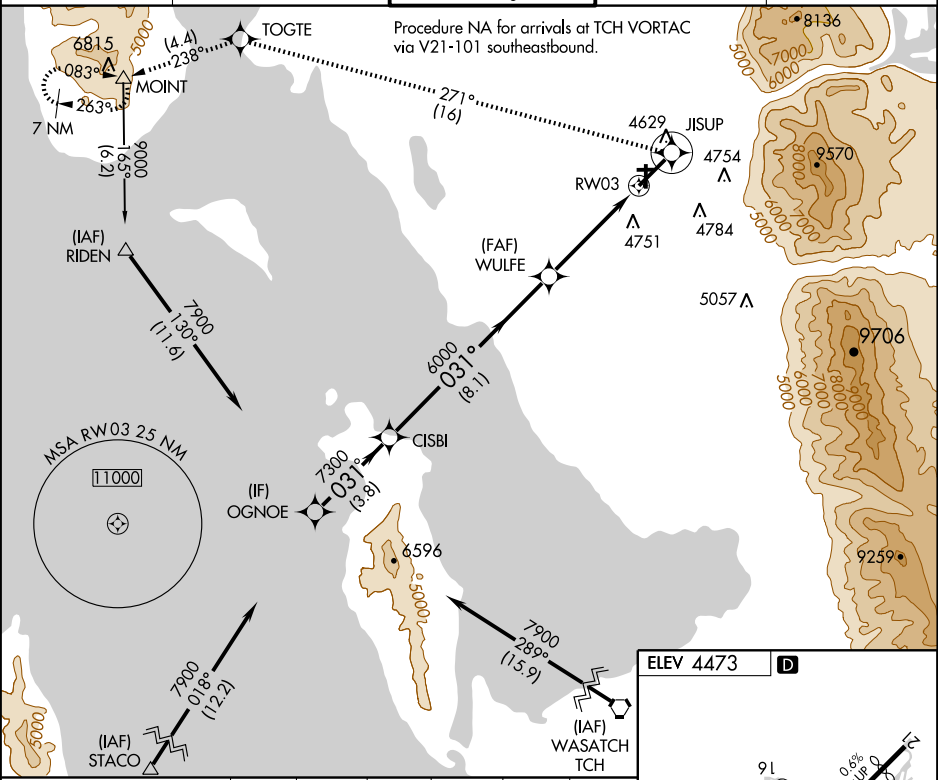
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65620</b><br><b>W03A</b> | APP CRS<br><b>031°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7252</b><br><b>4473</b><br><b>4473</b> |
|--|------------------------|-----------------------------|---|

**⚠** DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Hill AFB  
altimeter setting.  
Inoperative table does not apply.

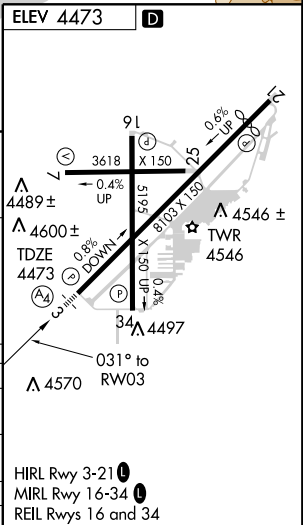


MISSED APPROACH: Climb to 9000 direct JISUP and via  
271° track to TOGTE and via 238° track to MOINT and  
hold, continue climb-in-hold to 9000.

|                       |   |   |                         |                         |
|-----------------------|---|---|-------------------------|-------------------------|
| ATIS<br><b>125.55</b> | SALT LAKE CITY APP CON<br><b>121.1 319.25</b> | OGDEN TOWER*<br><b>118.7 (CTAF) 253.5</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|---|-------------------------|-------------------------|



|                      |                      |        |        |            |       |  |       |
|----------------------|----------------------|--------|--------|------------|-------|--|-------|
| Procedure<br>Turn NA | OGNOE                | 9000   | JISUP  | 271° track | TOGTE | 238° track                                 | MOINT |
| GS 3.00°<br>TCH 49   | 7900                 | 7300   | 031°   | 6000       | WULFE | VGSI and RNAV glidepath<br>not coincident. | RW03  |
|                      | 3.8 NM               | 8.1 NM | 4.6 NM |            |       |  |       |
| CATEGORY             | A                    | B      | C      | D          |       |  |       |
| LPV DA               | 4890-1½ 417 (500-1½) |        |        |            |       |  |       |
| LNAV/<br>VNAV DA     | NA                   |        |        |            |       |  |       |
| LNAV MDA             | NA                   |        |        |            |       |  |       |
| CIRCLING             | NA                   |        |        |            |       |  |       |



|  |                        |   |
|--|------------------------|---|
| VORTAC OGD<br><b><u>115.7</u></b><br>Chan <b>104</b> | APP CRS<br><b>101°</b> | Rwy Idg <b>3618</b><br>TDZE <b>4448</b><br>Apt Elev <b>4473</b> |
|--|------------------------|---|

VOR/DME RWY 7  
OGDEN-HINCKLEY (OGD)

**T** When local altimeter setting not received, use Hill AFB altimeter setting.  
When VGSI inoperative, straight-in/circling Rwy 7 procedure NA at night.  
When VGSI inoperative, circling Rwy 16 NA at night.  
Visibility reduction by helicopters NA.

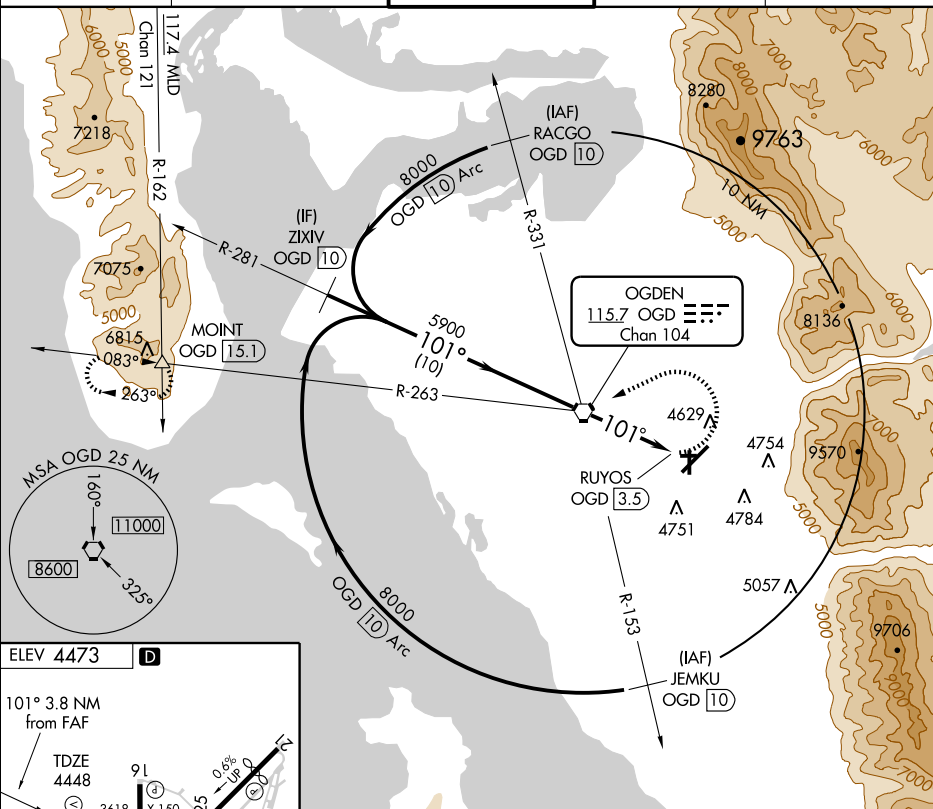
**MISSED APPROACH:** Climbing left turn to 9000 direct OGD VORTAC and via OGD VORTAC R-263 to MOINT/15.1 DME and hold, continue climb-in-hold to 9000.

ATIS  
125.55

SALT LAKE CITY APP CON  
121.1 319.25

OGDEN TOWER★  
118.7 (CTAF) **L** 253.5

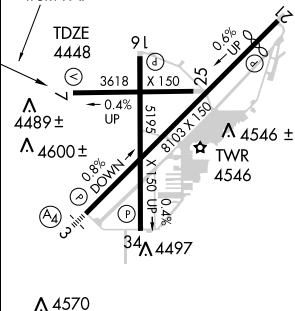
GND CON  
**121.7**

UNICOM  
122.95

ELEV 4473

**D**

101° 3.8 NM  
from FAF



HIRL Rwy 3-21 **L**  
MIRL Rwy 16-34 **L**  
REIL Rwy 16 and 34

OGDEN, UTAH  
Amdt 6 10154

ZIXIV  
OGD 10

Procedure  
Turn  
NA

VORTAC

9000

OGD

OGD  
5.0/0

POINT

[illegible]

RUYOS

200

5.3

| CATEGORY | A                     | B                     | C                       | D                       |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-7      | 4900-1<br>452 (500-1) |                       | 4900-1¼<br>452 (500-1¼) | 4900-1½<br>452 (500-1½) |
| CIRCLING | 4980-1<br>507 (600-1) | 5060-1<br>587 (600-1) | 5060-1½<br>587 (600-1½) | 5100-2<br>627 (700-2)   |

OGDEN-HINCKLEY (OGD)

VOR/DME RWY 7

41°12'N-112°01'W

SW-4. 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

**PAROWAN** (1L9) 1 NE UTC-7(-6DT) N37°51.58' W112°48.96'

5930 B S3 FUEL 100LL, JET A OX 1,2,4 NOTAM FILE CDC

Rwy 04-22: H5000X75 (ASPH) S-12.5 MIRL

Rwy 04: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

Rwy 22: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road. Rgt t/c.

**AIRPORT REMARKS:** Attended 1400-0000Z+. Prairie dog mounds and holes on rwy edges and twy. REIL Rwy 04 OTS indef. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and PAPI Rwy 22, REIL Rwy 04 and REIL Rwy 22—CTAF.

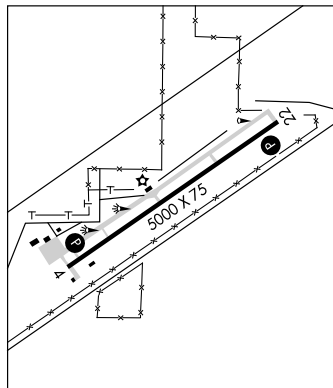
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**CEDAR CITY (H) VORW/DME** 117.3 CDC Chan 120 N37°47.24' W113°04.09' 054° 12.8 NM to fld. 5464/16E.

**LAS VEGAS**

H-3D, L-9C



## PRICE

**CARBON CO RGNL/BUCK DAVIS FLD** (PUC) 3 E UTC-7(-6DT) N39°36.84' W110°45.09'

5957 B S2 FUEL 100LL, JET A OX 1, 2 NOTAM FILE PUC

Rwy 18-36: H8313X100 (ASPH-PFC) D-40 MIRL

Rwy 18: PAPI(P2L)—GA 4.0° TCH 45'. Fence. 1.9% down.

Rwy 36: MALS. VASI(V2L)—GA 2.5° TCH 47'. 1.6% up.

Rwy 14-32: H4514X75 (ASPH) S-13 MIRL 1.1% up NW

Rwy 32: Road.

Rwy 07-25: H3541X75 (ASPH) S-12.5 1.0% up E

Rwy 25: Thld displcd 228'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0100Z+, Sat-Sun 1500-0000Z+. Refuse dump ½ mile SW Rwy 36 thld—occasional smoke visibility hazard; bird hazard. Deer on and in the vicinity of arpt. Glider ops invov arpt SR-SS. Rwy 18 high voltage transmission line on extended centerline. Rwy 07 + 60' drop off 520' from rwy end. Rwy 14 + 40' drop off 250' from thld. Rwy 07-25 pavement cracking and separating. ACTIVATE MIRL Rwy 18-36 and Rwy 14-32 and MALS Rwy 36—CTAF. VASI Rwy 36 and PAPI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.425 (435) 637-2790.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.2 (CEDAR CITY RADIO)

SALT LAKE CENTER APP/DEP CON 133.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUC.

(H) VORW/DME 115.5 PUC Chan 102 N39°36.19' W110°45.21' at fld. 5830/14E.

VOR/DME unusable:

010°-070° byd 25 NM blo 14,000'

200°-275° byd 27 NM blo 13,000'

VOR unusable:

275°-300° byd 25 NM blo 12,000'

300°-330° byd 25 NM blo 13,500'

330°-010° byd 25 NM blo 17,300'

DME unusable:

275°-010° byd 27 NM blo 17,300'

275°-010° byd 35 NM.

ILS/DME 109.35 I-PUC Chan 30(Y) Rwy 36.

**DENVER**

H-3E, L-9D

IAP

LOC/DME I-PUC  
**109.35**  
Chan **30** (Y)

APP CRS  
**004°**

Rwy Idg  
TDZE  
Apt Elev  
**8313**  
**5863**  
**5957**

# ILS or LOC/DME RWY 36

PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

▼ Inoperative table does not apply.  
▲ NA Circling NA at night to Rwy 18, 25, and 32.

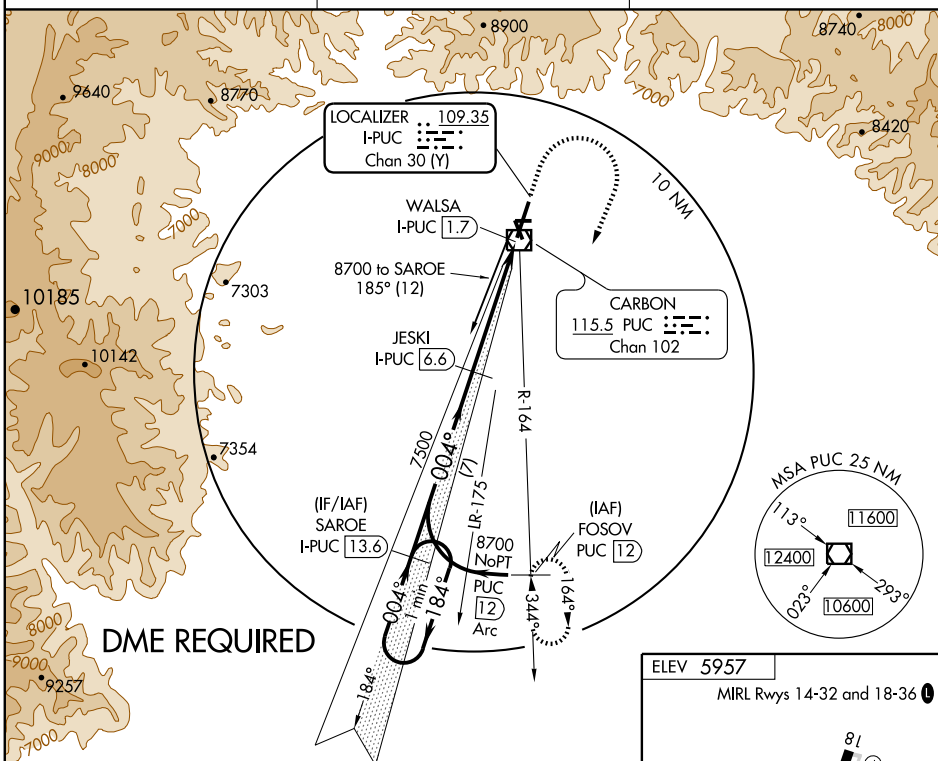
MALSF  
☉ =

MISSED APPROACH: Climb to 6400, then climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/PUC VOR/DME 12 DME and hold, continue climb-in-hold to 10000.

ASOS  
**135.425**

SALT LAKE CENTER  
**133.9 370.85**

UNICOM  
**122.8** (CTAF) **1**



Use I-PUC DME when on the localizer course.  
VGSI and ILS glidepath not coincident

One Minute  
Holding Pattern

SAROE  
I-PUC **13.6**

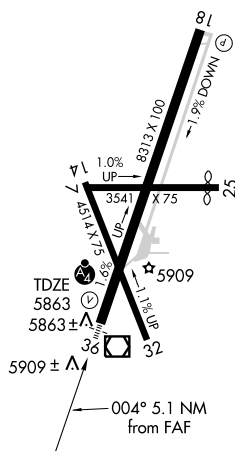
8700 ← 184°  
004° →  
GS 3.00°  
TCH 54

7500

| CATEGORY | A                  | B                          | C                          | D                          |
|----------|--------------------|----------------------------|----------------------------|----------------------------|
| S-ILS 36 | 6114-1 251 (200-1) |                            |                            |                            |
| S-LOC 36 | 6240-1 377 (300-1) |                            |                            | 6240-1 1/4 377 (300-1 1/4) |
| CIRCLING | 6660-1 703 (800-1) | 6740-1 1/4 783 (800-1 1/4) | 6820-2 1/2 863 (900-2 1/2) | 6980-3 1023 (1100-3)       |

ELEV 5957

MIRL Rwy 14-32 and 18-36 **1**



|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>004° | Rwy Idg<br>TDZE<br>Apt Elev | 8313<br>5835<br>5953 |
|-----------------|-----------------------------|----------------------|

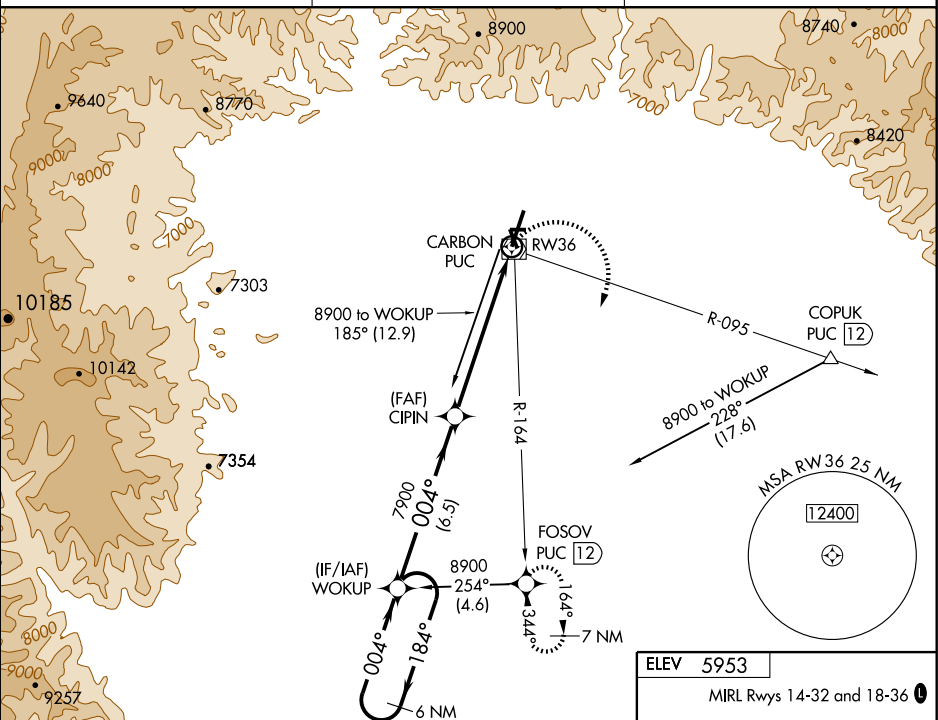
## RNAV (GPS) RWY 36

PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD AIRPORT (PUC)

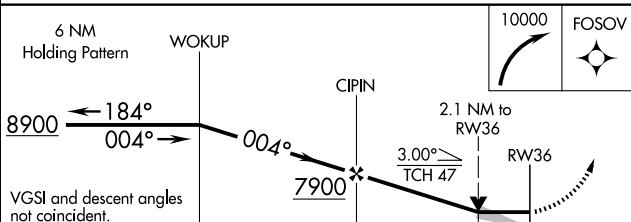
|   |  |
|---|--|
|  Circling not authorized at night to Rwy 18, 25, and 32.<br> GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. |  MISSED APPROACH: Climbing right turn to 10000<br>direct FOSOV WP and hold. |
|---|--|

ASOS  
135.425

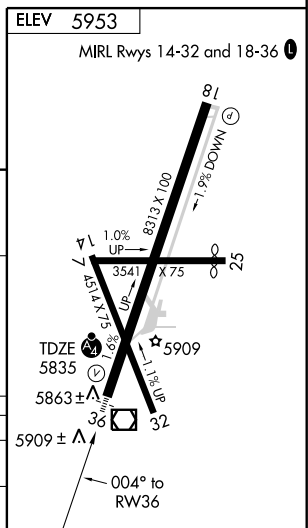
SALT LAKE CENTER  
133.9 370.85

UNICOM  
122.8 (CTAF) **L**

### Procedure NA for arrival at COPUK via V134 eastbound.



| CATEGORY | A                     | B                      | C                       | D                       |
|----------|-----------------------|------------------------|-------------------------|-------------------------|
| LNAV MDA | 6400-1                | 565 (500-1)            | 6400-1½<br>565 (500-1½) | 6400-1¾<br>565 (500-1¾) |
| CIRCLING | 6660-1<br>707 (800-1) | 6740-1¼<br>787 (800-¼) | 6820-2½<br>867 (900-2½) | 6980-3<br>1027 (1100-3) |



PRICE, UTAH  
Orig 09127

PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD AIRPORT (PUC)

39°37'N-110°45'W

RNAV (GPS) RWY 36

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

VOR/DME PUC  
**115.5**  
Chan **102**

APP CRS  
**009°**

Rwy Idg  
TDZE  
Apt Elev  
**5835**  
**5953**

# VOR/DME RWY 36

PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

**⚠** Circling NA at night to Rwy 18, 25, and 32.

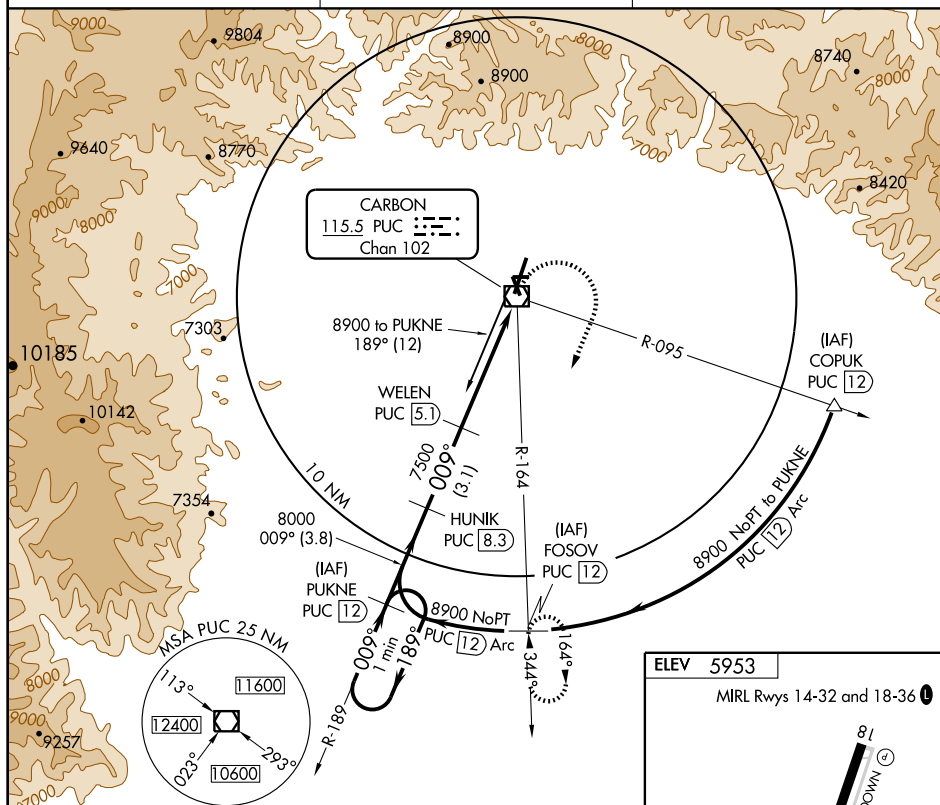
**MALSF**  
**⚠**

MISSED APPROACH: Climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/12 DME and hold.

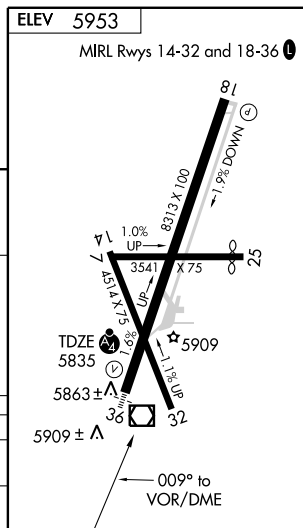
ASOS  
**135.425**

SALT LAKE CENTER  
**133.9 370.85**

UNICOM  
**122.8 (CTAF)**



|  |                       |  |                         |  |                         |  |                         |                 |              |
|--|-----------------------|--|-------------------------|--|-------------------------|--|-------------------------|-----------------|--------------|
| One Minute Holding Pattern             | PUKNE PUC 12          |  | HUNIK PUC 8.3           |  | WELN PUC 5.1            |  | 10000                   | PUC R-164 115.5 | FOSOV PUC 12 |
|  | 8900 ← 189°           |  | 009° →                  |  | 009°                    |  | 200°                    |                 |              |
| VGSI and descent angles not coincident | 8900                  |  | 8000                    |  | 7500                    |  | 3.00° TCH 47            | VOR/DME         |              |
|  | 3.8 NM                |  | 3.1 NM                  |  | 3.7 NM                  |  | 1.5                     |                 |              |
| CATEGORY                               | A                     |  | B                       |  | C                       |  | D                       |                 |              |
| S-36                                   | 6240-1                |  | 405 (300-1)             |  | 6240-1¼                 |  | 405 (300-1¼)            |                 |              |
| CIRCLING                               | 6660-1<br>707 (800-1) |  | 6740-1¼<br>787 (800-1¼) |  | 6820-2½<br>867 (900-2½) |  | 6980-3<br>1027 (1100-3) |                 |              |



VOR/DME PUC  
**115.5**  
Chan **102**

APP CRS  
009°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>8313</b> |
| TDZE     | <b>5835</b> |
| Apt Elev | <b>5953</b> |

VOR RWY 36

PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)



Circling NA at night to Rwy 18, 25, and 32.

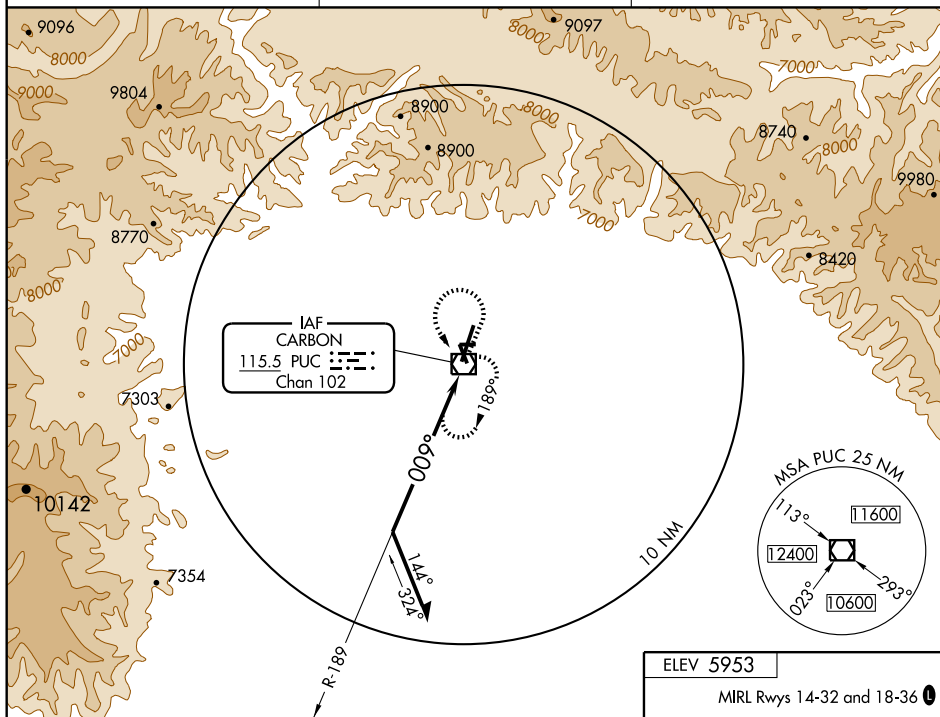


**MISSED APPROACH:** Climb to 8200, then climbing left turn to 10400 direct PUC VOR/DME and hold.

ASOS  
135.425

SALT LAKE CENTER  
133.9 370.85

UNICOM  
122.8 (CTAF) **L**



SW-4. 23 SEP 2010 to 21 OCT 2010

Remain  
within 10 NM

VOR/DME\*

8200

1040

---

PUC



9000

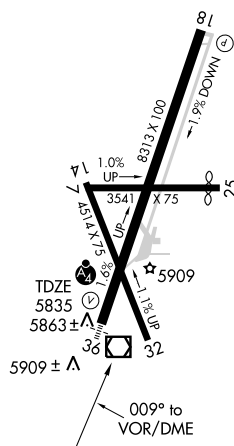
7.6

[illegible]

\* Maintain 9900 or above until established outbound for PT

| CATEGORY | A                         | B                         | C      | D             |
|----------|---------------------------|---------------------------|--------|---------------|
| S-36     | 7880-1¼<br>2045 (2000-1¼) | 7880-1½<br>2045 (2000-1½) | 7880-3 | 2045 (2000-3) |
| CIRCLING | 7880-1¼<br>1927 (2000-1¼) | 7880-1½<br>1927 (2000-1½) | 7880-3 | 1927 (2000-3) |

ELEV 5953

MIRL Rwy 14-32 and 18-36 **L**PRICE, UTAH  
Amdt 2 09127

PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)  
39°37'N-110°45'W VOP PWY 36

VOR RWY 36



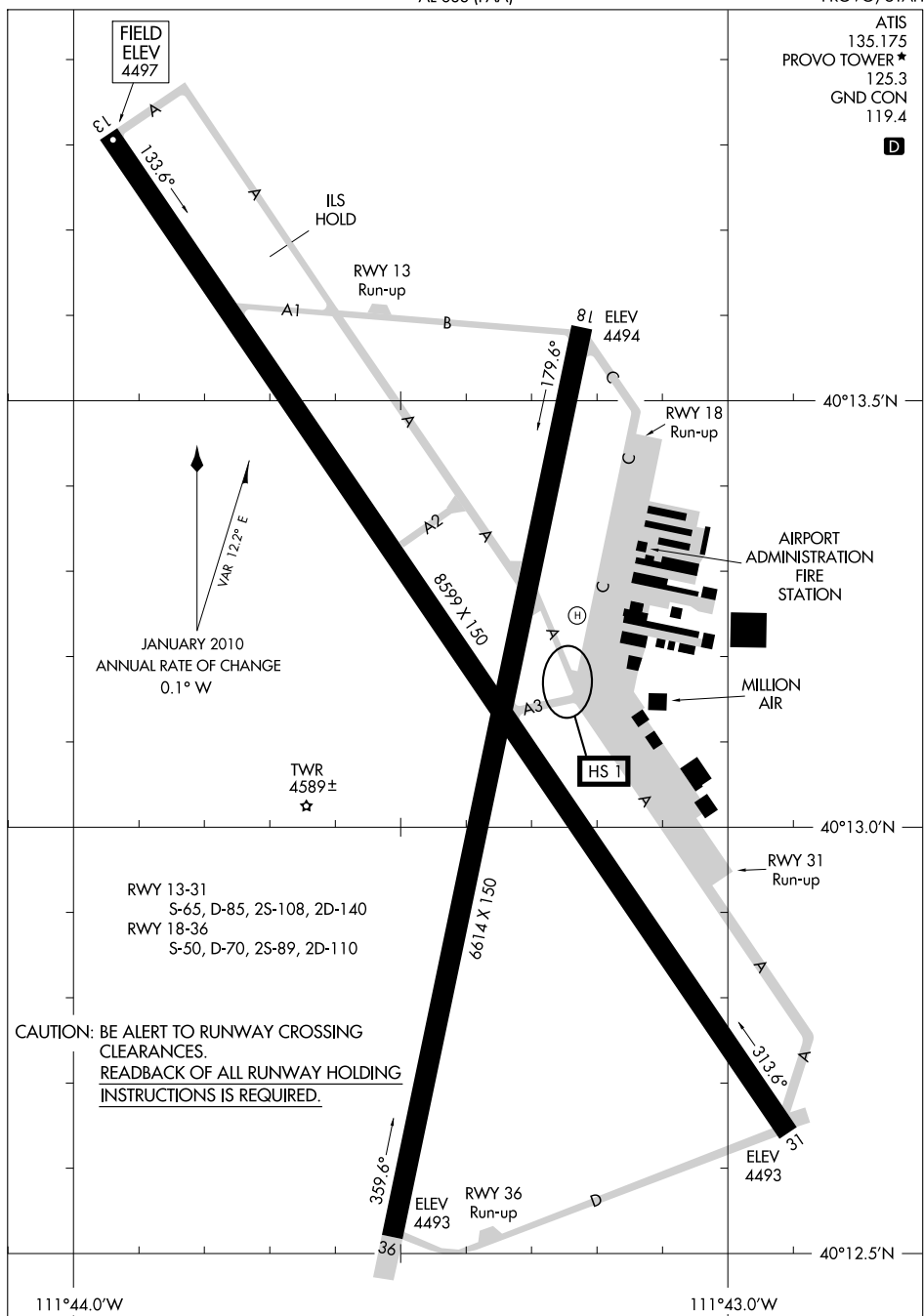
## AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)

PROVO, UTAH

SW-4, 23 SEP 2010 to 21 OCT 2010



SW-4, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

PROVO, UTAH

PROVO MUNI (PVU)

**PROVO MUNI** (PVU) 2 SW UTC-7(-6DT) N40°13.15' W111°43.40'4497 B S4 **FUEL** 100, JET A OX 4 TPA—See Remarks Class IV, ARFF Index A**SALT LAKE CITY****COPTER**

H-3D, L-9C, 11D

IAP, AD

NOTAM FILE PVU

RWY 13-31: H8599X150 (ASPH-PFC) S-65, D-85, 2S-108, 2D-140 HIRL

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 31: PAPI(P2L). TCH 40'.

RWY 18-36: H6614X150 (ASPH) S-50, D-70, 2S-89, 2D-110 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

RWY 18: TORA-6614 TODA-6614 ASDA-6614 LDA-6614

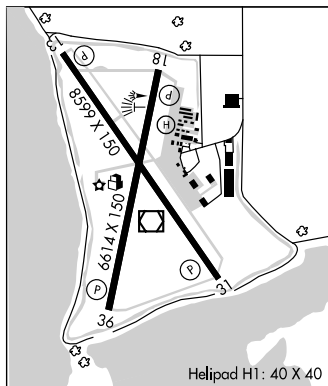
RWY 31: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

RWY 36: TORA-6614 TODA-6614 ASDA-6614 LDA-6614

**AIRPORT REMARKS:** Attended Nov-May 1300-0400Z†, Jun-Oct 1300-0500Z†. For arpt svcs ctc 128.85. 24 hr PPR for unscheduled air carrier ops call airport manager 801-852-6715. Extensive flight training in/ov arpt. Some twy directional signs unlighted. Be alert: helicopters arriving and departing from rwys and twys. TPA-5500(1003) single engine, 6000(1503) turbo/jet. NOTE: See Special Notice—Extensive Flight Training in vicinity of Provo Municipal Airport.

**WEATHER DATA SOURCES:** AWOS-3 135.175 (801) 373-9782. LAWRS.**COMMUNICATIONS:** CTAF 125.3 ATIS 135.175**(R) SALT LAKE CITY APP CON 124.3****(R) SALT LAKE CITY DEP CON 118.85****TOWER 125.3 GND CON 119.4 (1400-0400Z†)****AIRSPACE:** CLASS D svc 1400-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.**(T) VORW/DME 108.4** PVU Chan 21 N40°12.90' W111°43.28' at fld. 4493/15E.

Unusable 350°-080° byd 10 NM.

**ILS/DME 110.3** I-PVU Chan 40 Rwy 13. Class IT. LOC unusable inside threshold. Unmonitored when twr clsd.**HELIPAD H1: H40X40 (CONC)****RICHFIELD MUNI** (RIF) 1 SW UTC-7(-6DT) N38°44.19' W112°05.94'5301 B S4 **FUEL** 100LL, JET A NOTAM FILE CDC**LAS VEGAS**

H-3D, L-9C

IAP

RWY 01-19: H6600X75 (ASPH) S-19 MIRL 0.4% up SW

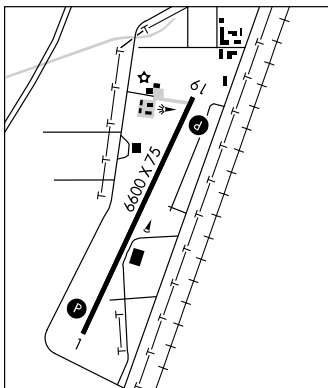
RWY 01: PAPI(P2L)—GA 3.5°. Tree. Rgt tfc.

RWY 19: PAPI(P2L)—GA 3.5°. Pole.

**AIRPORT REMARKS:** Attended 1530-0000Z†. For fuel after hours call 435-896-8918 or 435-896-3053. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.375 (435) 896-1775.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RCO 122.5 (CEDAR CITY RADIO)****SALT LAKE CENTER APP/DEP CON 133.6****RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**DELTA (H) VORTACW 116.1** DTA Chan 108 N39°18.14'

W112°30.33' 135° 38.9 NM to fld. 4600/16E.



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT                     | HOT SPOT | DESCRIPTION*   |
|----------------------------------|----------|--|
| LAS VEGAS, NV                    |          |  |
| McCARRAN INTL (LAS)              | HS 1     | Rwy 01R-19L, Twy S and the ramp.   |
|                                  | HS 2     | Rwy 01R-19L and Rwy 01L-19R, Twy U.  |
|                                  | HS 3     | Rwy 01R-19L and Rwy 01L-19R, Twy Y.  |
|                                  | HS 4     | Rwy 07L and Rwy 01L, co-located rwy holding position markings.                           |
|                                  | HS 5     | Twy E.   |
| LAS VEGAS, NV                    |          |  |
| NORTH LAS VEGAS (VGT)            | HS 1     | Rwy 07, Twy G and Twy F.   |
|                                  | HS 2     | Rwy 12R, Twy G.  |
|                                  | HS 3     | Rwy 12R, Twy A and Twy B.  |
|                                  | HS 4     | Rwy 12L, Twy A.  |
| MESA, AZ                         |          |  |
| FALCON FIELD (FFZ)               | HS 1     | Rwy 04R-22L, Twy B and Twy D   |
| MINDEN, NV                       |          |  |
| MINDEN-TAHOE (MEV)               | HS 1     | Complex int.   |
|                                  | HS 2     | Frequent crossings for sailplane operations.   |
| PHOENIX, AZ                      |          |  |
| PHOENIX-MESA<br>GATEWAY (IWA)    | HS 1     | Twy V, Twy B, and Twy K complex int.   |
| PHOENIX, AZ                      |          |  |
| PHOENIX SKY HARBOR<br>INTL (PHX) | HS 1     | Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.                                   |
|                                  | HS 2     | Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization. |
| PROVO, UT                        |          |  |
| PROVO MUNI (PVU)                 | HS 1     | Twy A and Twy A3 close proximity to ramp and rwys.                                       |
| RENO, NV                         |          |  |
| RENO/TAHOE INTL (RNO)            | HS 1     | Rwy 07-25, Twy A and Twy B.  |
|                                  | HS 2     | Twy C and the ramp.  |
|                                  | HS 3     | Rwy 16L, Twy C and Twy D.  |
| SALT LAKE CITY, UT               |          |  |
| SALT LAKE CITY INTL (SLC)        | HS 1     | Hold line on apch end of Rwy 32 protects Rwy 35.   |
|                                  | HS 2     | Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.                              |
|                                  | HS 3     | Area not visible from control twr.   |
| TUCSON, AZ                       |          |  |
| RYAN FIELD (RYN)                 | HS 1     | Rwy 33 and Rwy 06R, Twy B.   |
| TUCSON, AZ                       |          |  |
| TUCSON INTL (TUS)                | HS 1     | Twy A, Twy D and Twy A3, complex int.  |
|                                  | HS 2     | Rwy 11L and Rwy 11R apch areas.  |
|                                  | HS 3     | Rwy 29R and Rwy 29L.   |
|                                  | HS 4     | Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.                                     |

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

# ILS or LOC/DME RWY 13

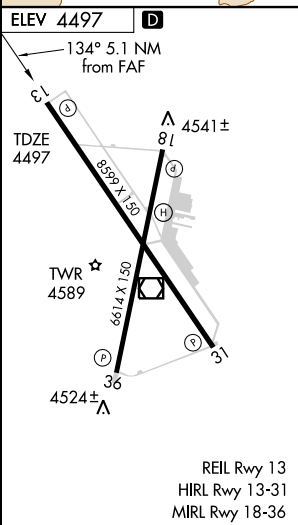
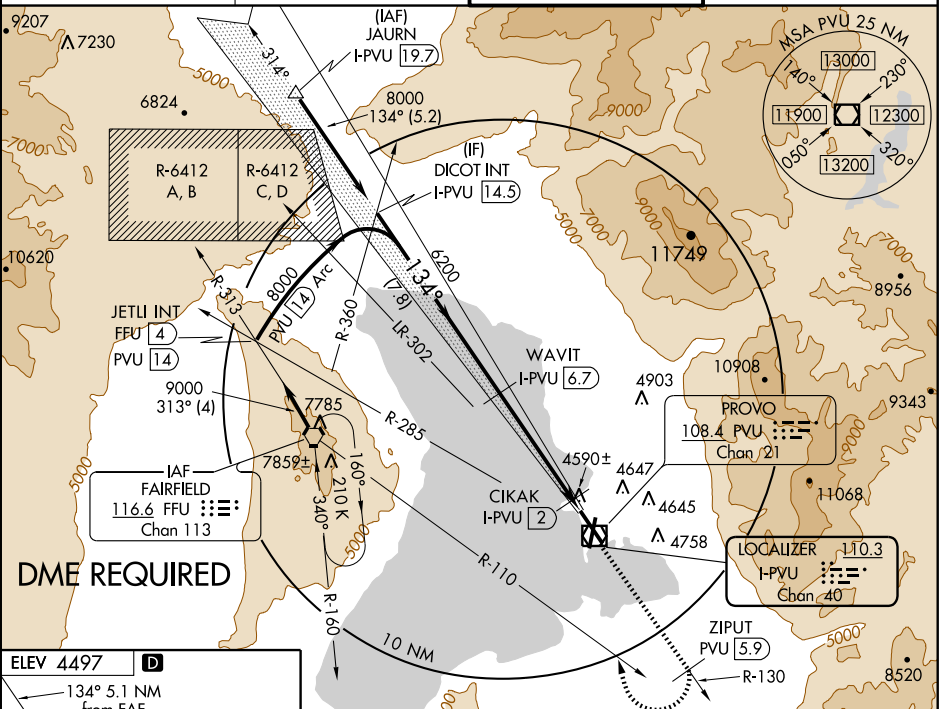
PROVO MUNI (PVU)

|  |                        |  |
|--|------------------------|--|
| LOC/DME I-PVU<br><b>110.3</b><br>Chan 40 | APP CRS<br><b>134°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8599</b><br><b>4497</b><br><b>4497</b> |
|--|------------------------|--|

**V** Circling NA East of Rwy 18 and 31.  
**A** \*Missed approach requires minimum climb of 315 feet per NM to 8600.

MISSED APPROACH: Climb to 9000 via heading 134° to intercept PVU VOR/DME R-130 to ZIPUT/PVU 5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

|                        |  |                                     |                         |
|------------------------|--|-------------------------------------|-------------------------|
| ATIS<br><b>135.175</b> | SALT LAKE CITY APP CON<br><b>124.3 322.3</b> | PROVO TOWER★<br><b>125.3 (CTAF)</b> | GND CON<br><b>119.4</b> |
|------------------------|--|-------------------------------------|-------------------------|



|                      |                       |                       |                                       |                       |               |             |                |                |
|----------------------|-----------------------|-----------------------|---------------------------------------|-----------------------|---------------|-------------|----------------|----------------|
| ELEV 4497            | D                     | 134° 5.1 NM from FAF  | TDZE 4497                             | TWR 4589              | 4524±         | REIL Rwy 13 | HIRL Rwy 13-31 | MIRL Rwy 18-36 |
| DICOT INT I-PVU 14.5 | Procedure Turn NA     | WAVIT I-PVU 6.7       | 9000                                  | PVU R-130             | ZIPUT PVU 5.9 | FFU R-110   | FFU            |                |
| 8000                 | 134°                  | 6200                  | Use I-PVU DME when on the LOC course. | CIAK I-PVU 2          |               |             |                |                |
| GS 3.00°             | TCH 50                | 7.8 NM                | 4.6 NM                                | 0.5                   |               |             |                |                |
| CATEGORY             | A                     | B                     | C                                     | D                     |               |             |                |                |
| S-ILS 13*            |                       | 4697-¾                | 200 (200-¾)                           |                       |               |             |                |                |
| S-LOC 13*            |                       | 4820-1                | 323 (400-1)                           |                       |               |             |                |                |
| CIRCLING*            | 4900-1<br>403 (500-1) | 4960-1<br>463 (500-1) | 4980-1½<br>483 (500-1½)               | 5060-2<br>563 (600-2) |               |             |                |                |
| S-ILS 13             |                       | 4947-1½               | 450 (500-½)                           |                       |               |             |                |                |
| S-LOC 13             | 5100-1                | 603 (700-1)           | 5100-1¾<br>603 (700-1¾)               | 5100-2<br>603 (700-2) |               |             |                |                |
| CIRCLING             | 5100-1                | 603 (700-1)           | 5100-1¾<br>603 (700-1¾)               | 5100-2<br>603 (700-2) |               |             |                |                |

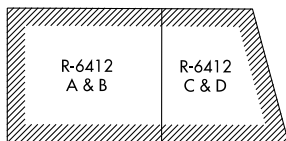
## PROVO FOUR DEPARTURE (OBSTACLE)

ATIS 135.175  
GND CON 119.4  
PROVO TOWER ★  
125.3 (CTAF)  
SALT LAKE CITY DEP CON  
118.85

## TAKE-OFF MINIMUMS

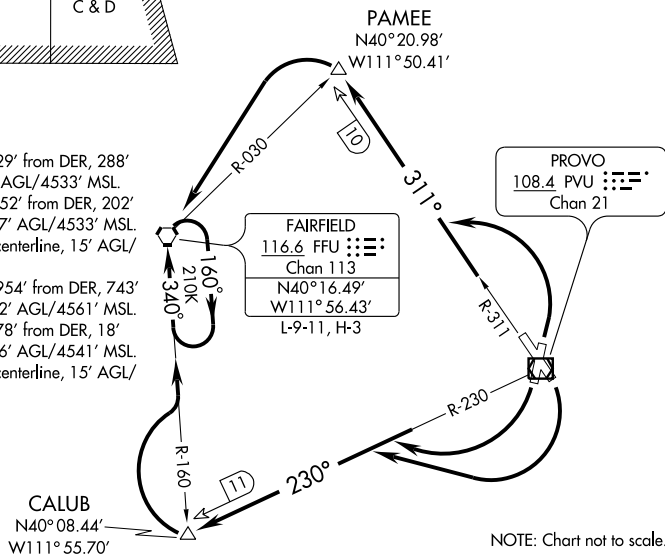
- Rwy 13: Standard with a minimum climb of 400' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 18: Standard with a minimum climb of 350' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 31: Standard with a minimum climb of 380' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 36: Standard with a minimum climb of 365' per NM to 9000, or 3100-3 for climb in visual conditions.

NOTE: Climb in visual conditions NA at night.



## TAKE-OFF OBSTACLE NOTES

- Rwy 18: Multiple trees beginning 429' from DER, 288' left of centerline, up to 57' AGL/4533' MSL.  
Multiple trees beginning 852' from DER, 202' right of centerline, up to 57' AGL/4533' MSL.  
Road 775' from DER, on centerline, 15' AGL/4518' MSL.  
Rwy 31: Multiple trees beginning 1954' from DER, 743' right of centerline, up to 72' AGL/4561' MSL.  
Multiple trees beginning 978' from DER, 18' right of centerline, up to 46' AGL/4541' MSL.  
Road 210' from DER, on centerline, 15' AGL/4516' MSL.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 18: Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence.... or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 31: Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence.... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 36: Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence.... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

....Expect clearance for filed route and altitude within 10 minutes after departure.

## PROVO FOUR DEPARTURE (OBSTACLE)

(PROVO4.FFU) 09239

PROVO, UTAH  
PROVO MUNI (PVU)

WAAS  
CH 97307  
W13A

APP CRS  
134°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>8599</b> |
| TDZE     | <b>4497</b> |
| Apt Elev | <b>4497</b> |

# RNAV (GPS) RWY 13



Circling NA East of Rwy 18 and 31.

For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -23°C (-9°F) or above 40°C (104°F).  
DME/DME RNP- 0.3 NA.

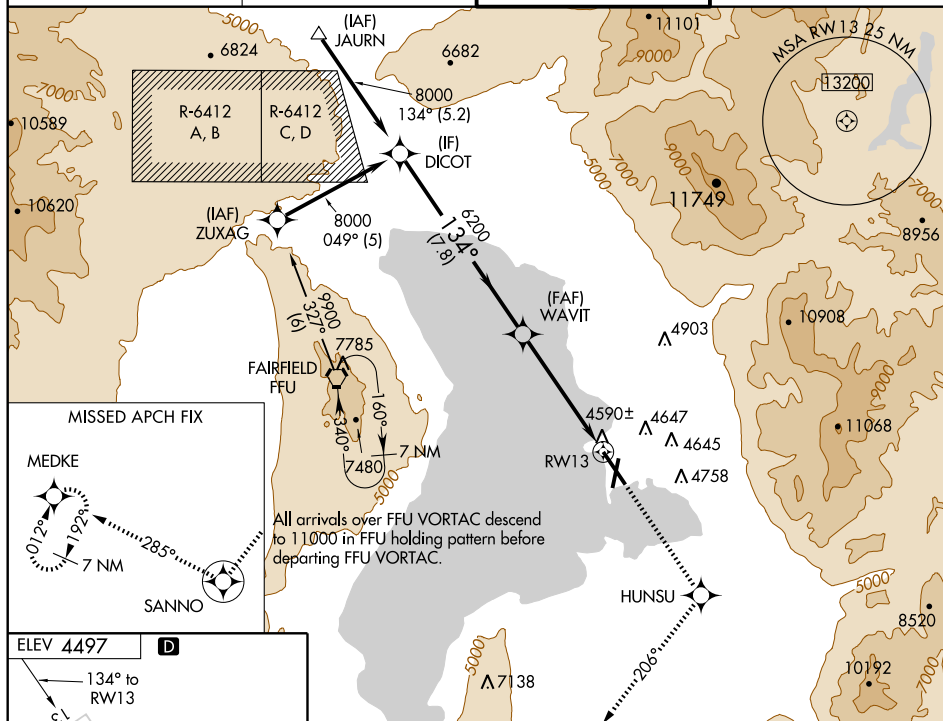
**MISSED APPROACH:** Climb to 10300 direct HUNSU and via track 206° to SANNO and via track 285° to MEDKE and hold, continue climb-in-hold to 10300.

ATIS  
**135.175**

SALT LAKE CITY APP CON  
124.3 322.3

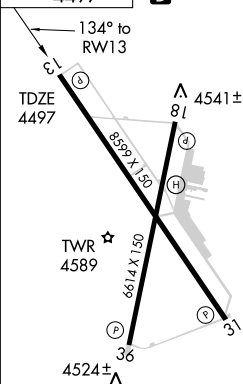
PROVO TOWER ★  
**125.3** (CTAF)

GND CON  
119.4



ELEV 4497

**D**



REIL Rwy 13  
IRL Rwy 13-31  
RL Rwy 18-36

|                         |         |       |              |             |                         |                  |                         |        |            |        |            |  |            |  |
|-------------------------|---------|-------|--------------|-------------|-------------------------|------------------|-------------------------|--------|------------|--------|------------|--|------------|--|
| Procedure<br>Turn<br>NA | DICOT   |       | 10300<br>↑   |             | HUNSU<br>✱              |                  | tr<br>206°              |        | SANNO<br>✱ |        | tr<br>285° |  | MEDKE<br>✱ |  |
| 8000                    |         | WAVIT |              | * LNAV only |                         | * 1.6 NM to RW13 |                         | RW13   |            |        |            |  |            |  |
| GS 3.00°<br>TCH 50      |         | 134°  |              | 6200        |                         | 7.8 NM           |                         | 3.5 NM |            | 1.6 NM |            |  |            |  |
| CATEGORY                | A       |       | B            |             | C                       |                  | D                       |        |            |        |            |  |            |  |
| LPV DA                  | 4770-1  |       | 273 (300-1)  |             |                         |                  |                         |        |            |        |            |  |            |  |
| LNAV/<br>VNAV           | 4940-1½ |       | 443 (500-1½) |             |                         |                  |                         |        |            |        |            |  |            |  |
| LNAV MDA                | 5040-1  |       | 543 (600-1)  |             | 5040-1½<br>543 (600-1½) |                  | 5040-1¾<br>543 (600-1¾) |        |            |        |            |  |            |  |
| CIRCLING                | 5040-1  |       | 543 (600-1)  |             | 5040-1½<br>543 (600-1½) |                  | 5060-2<br>563 (600-2)   |        |            |        |            |  |            |  |

PROVO, UTAH  
Amdt 1A 10210

PROVO MUNI (PVU)

40°13'N - 111°43'W

RNAV (GPS) RWY 13

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

|   |                        |   |
|---|------------------------|---|
| VOR/DME PVU<br><b>108.4</b><br>Chan <b>21</b> | APP CRS<br><b>134°</b> | Rwy Idg <b>8599</b><br>TDZE <b>4497</b><br>Apt Elev <b>4497</b> |
|---|------------------------|---|

VOR/DME RWY 13  
PROVO MUNI (PVU)

Circling NA East of Rwy 18 and 31.

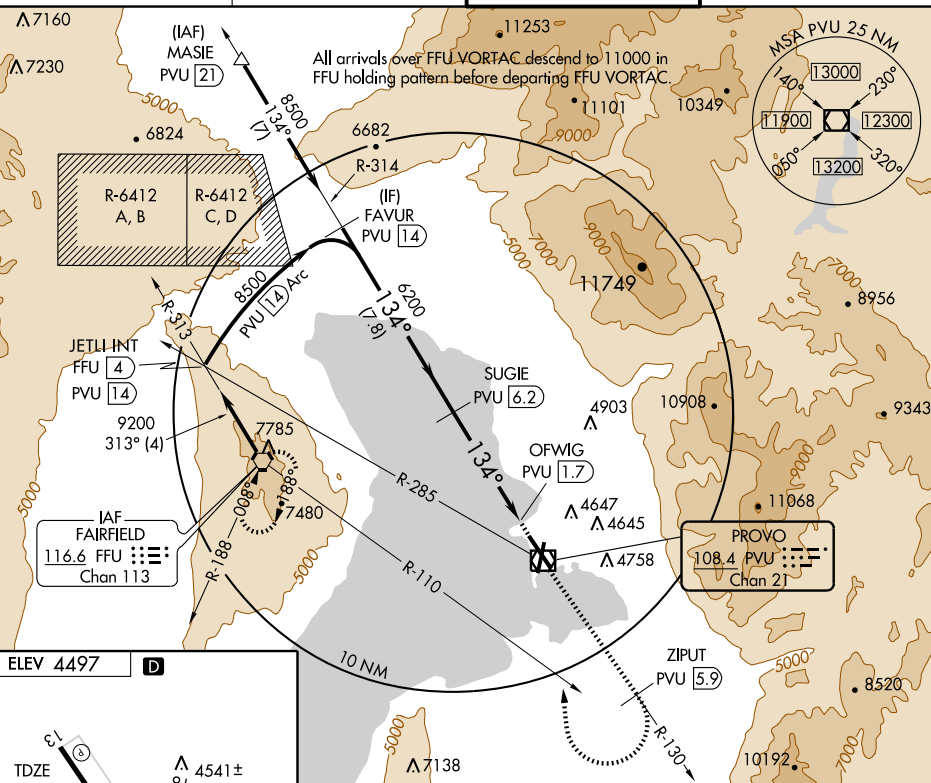
**MISSED APPROACH:** Climb to 9000 direct PVU VOR/DME and PVU R-130 to ZIPUT/5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

ATIS  
**135.175**

SALT LAKE CITY APP CON  
124.3 322.3

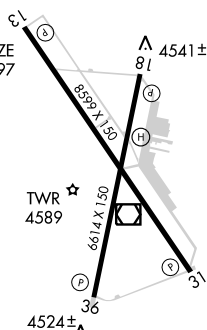
PROVO TOWER ★  
**125.3** (CTAF)

GND CON  
119.4

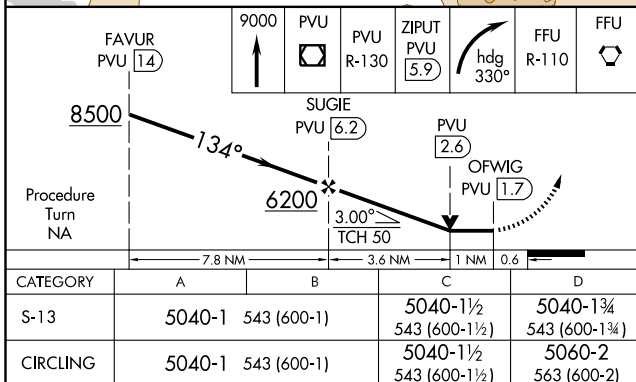


ELEV 4497

**D**



REIL Rwy 13  
HIRL Rwy 13-31  
MIRL Rwy 18-36



PROVO, UTAH  
Amdt 2 10210

PROVO MUNI (PVU)

40°13'N - 111°43'W

VOR/DME RWY 13

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

**PROVO MUNI** (PVU) 2 SW UTC-7(-6DT) N40°13.15' W111°43.40'4497 B S4 **FUEL** 100, JET A OX 4 TPA—See Remarks Class IV, ARFF Index A**SALT LAKE CITY****COPTER**

H-3D, L-9C, 11D

IAP, AD

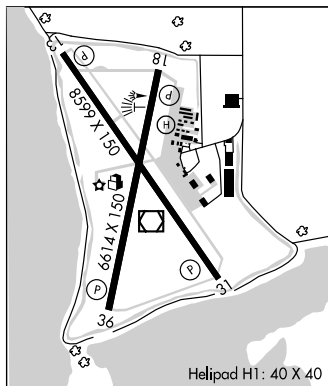
NOTAM FILE PVU

**RWY 13-31:** H8599X150 (ASPH-PFC) S-65, D-85, 2S-108, 2D-140 HIRL**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.**RWY 31:** PAPI(P2L). TCH 40'.**RWY 18-36:** H6614X150 (ASPH) S-50, D-70, 2S-89, 2D-110 MIRL**RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 13:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599**RWY 18:** TORA-6614 TODA-6614 ASDA-6614 LDA-6614**RWY 31:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599**RWY 36:** TORA-6614 TODA-6614 ASDA-6614 LDA-6614

**AIRPORT REMARKS:** Attended Nov-May 1300-0400Z†, Jun-Oct 1300-0500Z†. For arpt svcs ctc 128.85. 24 hr PPR for unscheduled air carrier ops call airport manager 801-852-6715. Extensive flight training in/ov arpt. Some twy directional signs unlighted. Be alert: helicopters arriving and departing from rwys and twys. TPA-5500(1003) single engine, 6000(1503) turbo/jet. NOTE: See Special Notice—Extensive Flight Training in vicinity of Provo Municipal Airport.

**WEATHER DATA SOURCES:** AWOS-3 135.175 (801) 373-9782. LAWRS.**COMMUNICATIONS:** CTAF 125.3 ATIS 135.175**(R) SALT LAKE CITY APP CON 124.3****(R) SALT LAKE CITY DEP CON 118.85****TOWER 125.3 GND CON 119.4 (1400-0400Z†)****AIRSPACE:** CLASS D svc 1400-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.**(T) VORW/DME 108.4** PVU Chan 21 N40°12.90' W111°43.28' at fld. 4493/15E.

Unusable 350°-080° byd 10 NM.

**ILS/DME 110.3** I-PVU Chan 40 Rwy 13. Class IT. LOC unusable inside threshold. Unmonitored when twr clsd.**HELIPAD H1:** H40X40 (CONC)**RICHFIELD MUNI** (RIF) 1 SW UTC-7(-6DT) N38°44.19' W112°05.94'5301 B S4 **FUEL** 100LL, JET A NOTAM FILE CDC**LAS VEGAS**

H-3D, L-9C

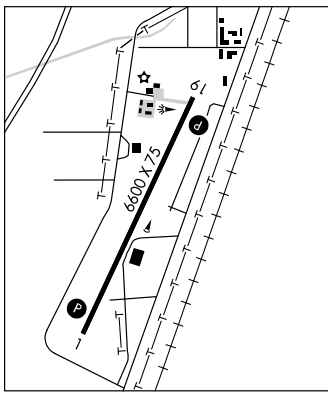
IAP

**RWY 01-19:** H6600X75 (ASPH) S-19 MIRL 0.4% up SW**RWY 01:** PAPI(P2L)—GA 3.5°. Tree. Rgt tfc.**RWY 19:** PAPI(P2L)—GA 3.5°. Pole.

**AIRPORT REMARKS:** Attended 1530-0000Z†. For fuel after hours call 435-896-8918 or 435-896-3053. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.375 (435) 896-1775.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RCO 122.5 (CEDAR CITY RADIO)****SALT LAKE CENTER APP/DEP CON 133.6****RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**DELTA (H) VORTACW 116.1** DTA Chan 108 N39°18.14'

W112°30.33' 135° 38.9 NM to fld. 4600/16E.





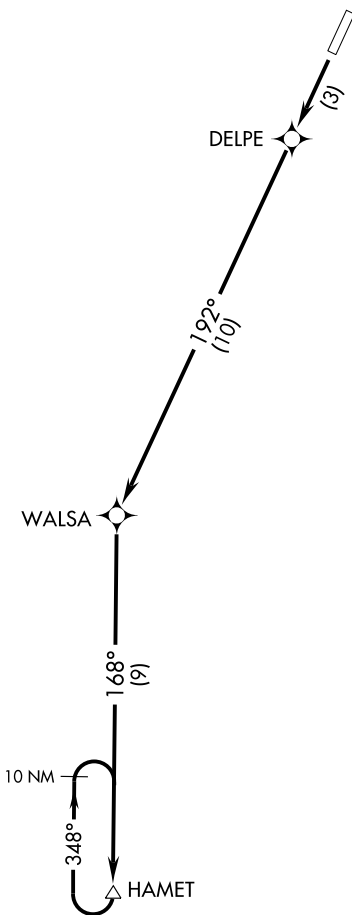
(HAMET2.HAMET) 08157

SL-9434 (FAA)

RICHFIELD MUNI (RIF)  
RICHFIELD, UTAH

## HAMET TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CITY CENTER  
133.6 269.25  
UNICOM 122.8 (CTAF)  
AWOS-3 133.375



NOTE: GPS Required.

NOTE: RNAV 1

### TAKE-OFF MINIMUMS

Rwy 1: NA-ATC.

Rwy 19: Standard with a minimum climb of 382' per NM to 14700.

### TAKE-OFF OBSTACLE NOTE

Rwy 19: Road 0' from DER, 400' right of centerline, 15' AGL/5334' MSL.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 19:** Climb direct DELPE, then via 192° track/10 to WALSA, then via 168° track/9 to HAMET. Continue climb-in-hold at HAMET to 16000 before proceeding on course.

HAMET TWO DEPARTURE (RNAV) (OBSTACLE)

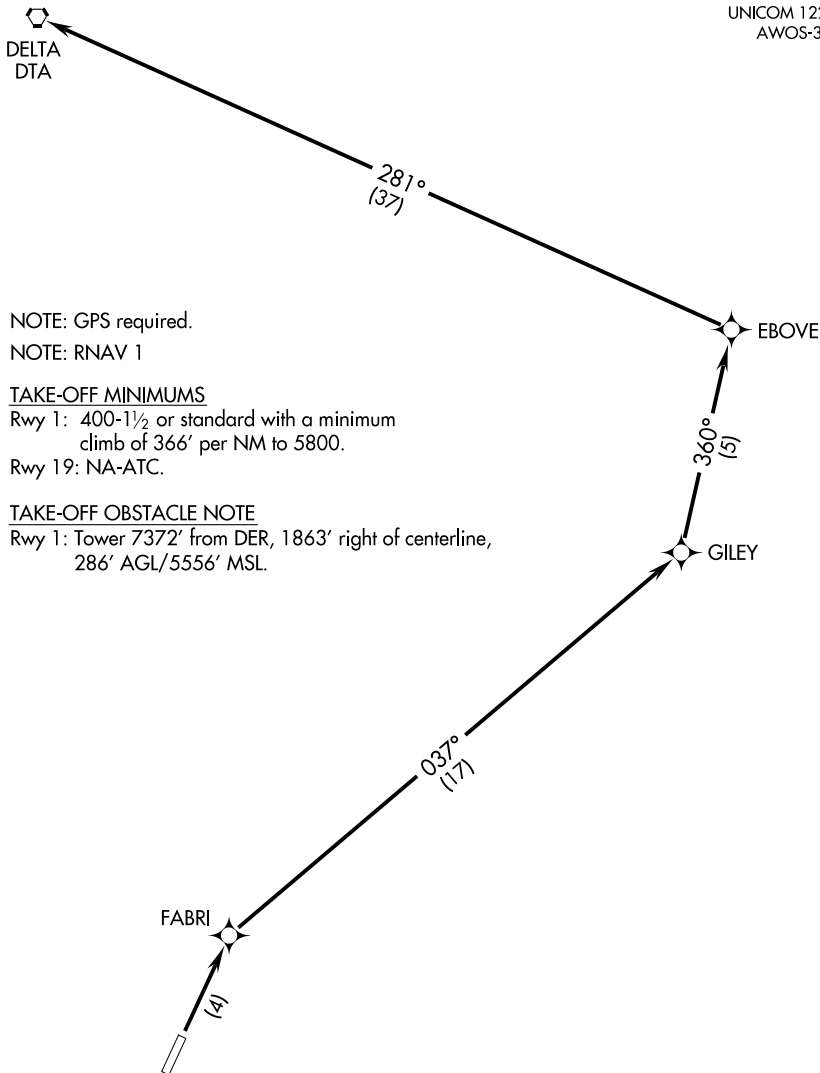
(HAMET2.HAMET) 08157

RICHFIELD, UTAH  
RICHFIELD MUNI (RIF)

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

# RICHFIELD ONE DEPARTURE (RNAV) (OBSTACLE)

 SALT LAKE CITY CENTER  
 133.6 269.25  
 UNICOM 122.8 (CTAF)  
 AWOS-3 133.375


NOTE: GPS required.

NOTE: RNAV 1

## TAKE-OFF MINIMUMS

 Rwy 1: 400-1½ or standard with a minimum  
 climb of 366' per NM to 5800.

Rwy 19: NA-ATC.

## TAKE-OFF OBSTACLE NOTE

 Rwy 1: Tower 7372' from DER, 1863' right of centerline,  
 286' AGL/5556' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb direct FABRI, then via 037° track/17 to GILEY, then via 360° track/5 to EBOVE, then via 281° track/37 to DELTA VORTAC, maintain 10700.

APP CRS  
**207°**

Rwy ldg  
**6600**

TDZE  
**5275**

Apt Elev  
**5301**

# RNAV (GPS) RWY 19

RICHFIELD MUNI (RIF)

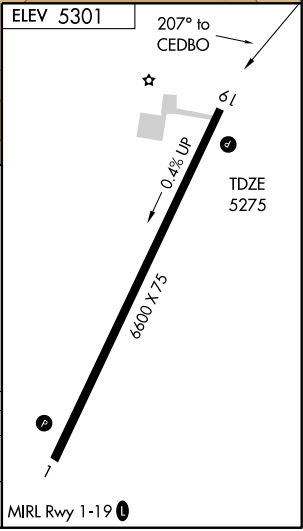
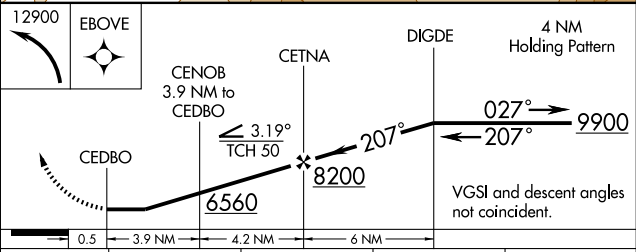
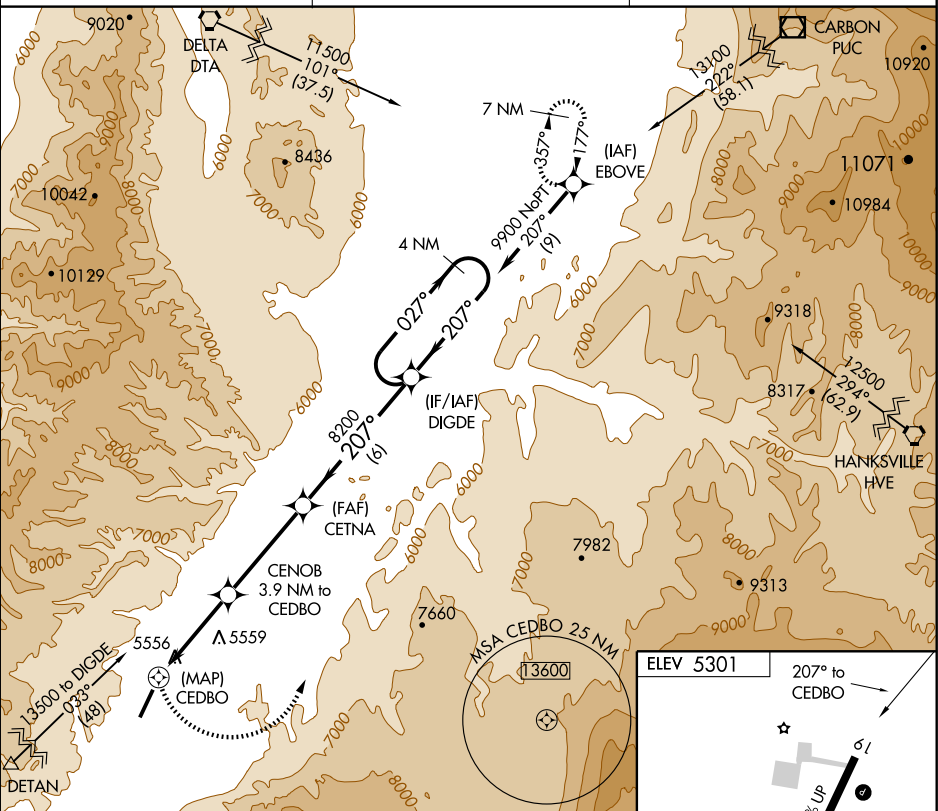
**GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climbing left turn to 12900 direct EBOVE WP and hold.

AWOS-3  
**133.375**

SALT LAKE CITY CENTER  
**133.6 269.25**

UNICOM  
**122.8 (CTAF)**



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| RNAV MDA | 6440-1¼<br>1165 (1200-1¼) | 6440-1½<br>1165 (1200-1½) | 6440-3<br>1165 (1200-3) | NA |
| CIRCLING | 6780-1¼<br>1479 (1500-1¼) | 7120-1½<br>1819 (1900-1½) | 7280-3<br>1979 (2000-3) | NA |

RICHFIELD, UTAH  
Orig-A 08157

38°44'N-112° 06'W

RICHFIELD MUNI (RIF)  
**RNAV (GPS) RWY 19**

**ROOSEVELT MUNI** (74V) 3 SW UTC-7(-6DT) N40°16.70' W110°03.08'

**SALT LAKE CITY**

5172 B S4 **FUEL** 100LL, JET A NOTAM FILE CDC

H-3E, L-9D, 11D

**RWY 07-25:** H6500X75 (ASPH) S-12 MIRL 1.0% up W

IAP

**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1600-0100Z†. For svc call 435-724-0539 or 435-722-5001. Fuel 24 hr credit card svc avbl. **ACTIVATE MIRL** Rwy 07-25, PAPI Rwy 07 and Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (435) 722-4201.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MYTON RCO** 122.1R 112.7T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**MYTON (H) VORTAC** 112.7 MTU Chan 74 N40°08.95' W110°07.66' 010° 8.7 NM to fld. 5396/14E.

**ST GEORGE MUNI** (SGU) 1 W UTC-7(-6DT) N37°05.44' W113°35.58'

**LAS VEGAS**

2941 B S4 **FUEL** 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE SGU

H-4J, L-9C

**RWY 16-34:** H6606X100 (ASPH-GRVD) S-26 MIRL 1.1% up N

IAP

**RWY 16:** REIL. PAPI(P2L)—GA 4.0° TCH 44'. Thld displcd 195'.

Road.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 43'.

**RUNWAY DECLARE DISTANCE INFORMATION**

**RWY 16:** TORA-6606 TODA-6606 ASDA-6606 LDA-6411

**RWY 34:** TORA-6411 TODA-6411 ASDA-6411 LDA-6411

**AIRPORT REMARKS:** Attended 1300-0600Z†. 100LL fuel avbl 24 hrs via self serve credit card pump. CLOSED to Air Carrier ops with more than 30 passenger seat except PPR. Call arpt ops 435-703-0805. **ACTIVATE MIRL** Rwy 16-34 and REIL Rwy 16 and 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 634-0940.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.5 (CEDAR CITY RADIO)

**L.A. CENTER CLNC DEL** 133.3

**AIRSPACE:** CLASS E svc 24 hrs.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

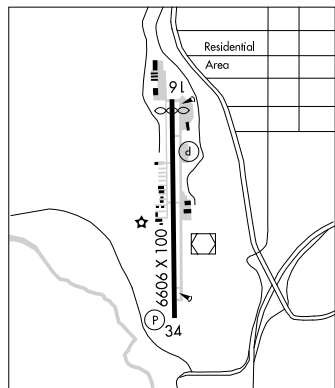
**(T) VORW/DME** 109.8 OZN Chan 35 N37°05.28'

W113°35.51' at fld. 2901/15E.

VOR/DME unusable:

210°-235° beyond 15 NM below 8,500'

235°-270° beyond 15 NM below 9,700'



270°-350°

350°-020° beyond 10 NM below 14,000'.

**SALINA-GUNNISON** (44U) 5 NE UTC-7(-6DT) N39°01.75' W111°50.30'

**LAS VEGAS**

5159 B NOTAM FILE CDC

L-9C

**RWY 02-20:** H3855X60 (ASPH) S-6 MIRL

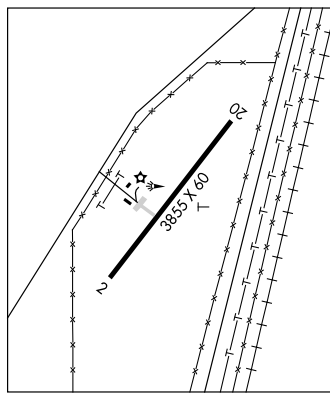
**AIRPORT REMARKS:** Unattended. **ACTIVATE MIRL** Rwy 02-20—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**DELTA (H) VORTACW** 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 102° 35.2 NM to fld. 4600/16E.



## RNAV (GPS) RWY 25

ROOSEVELT MUNI (74V)



NA

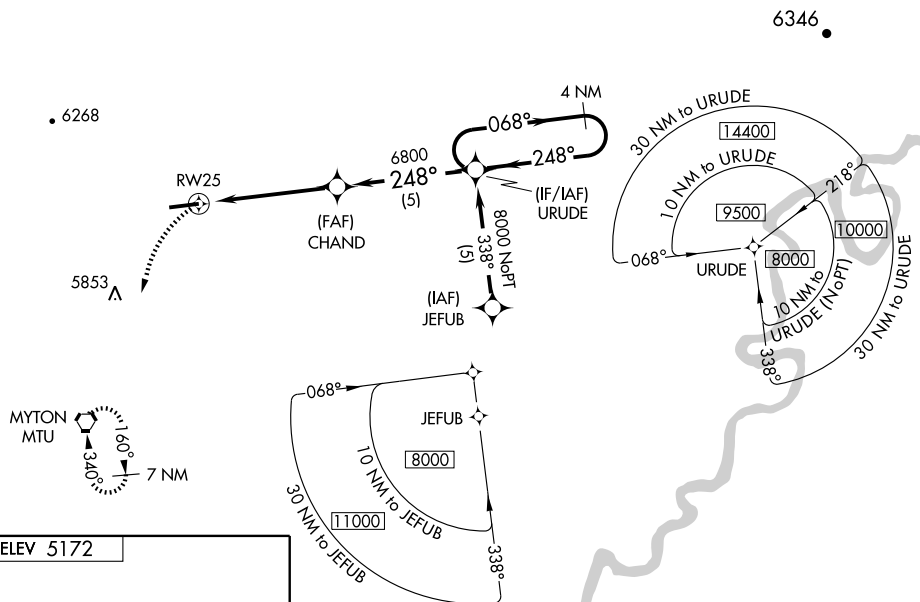
Use Vernal altimeter setting. When not received, procedure not authorized.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct MTU VORTAC and hold.

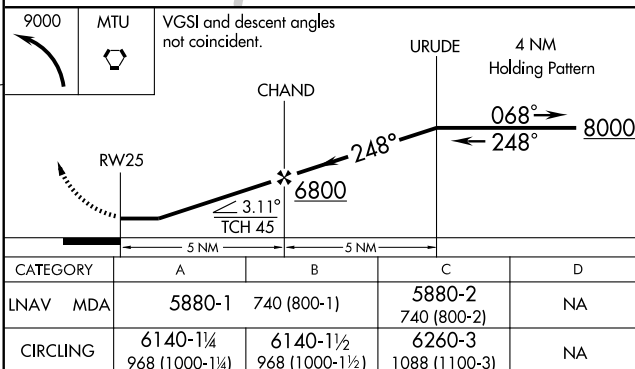
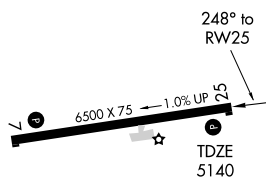
AWOS-3  
**118.975**

CEDAR CITY RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF) 0**



ELEV 5172



MIRL Rwy 7-25 0  
REIL Rws 7 and 25 0

|  |                        |   |
|--|------------------------|---|
| VORTAC MTU<br><b>112.7</b><br>Chan <b>74</b> | APP CRS<br><b>010°</b> | Rwy Idg <b>N/A</b><br>TDZE <b>N/A</b><br>Apt Elev <b>5172</b> |
|--|------------------------|---|

VOR or GPS-A  
ROOSEVELT MUNI (74V)

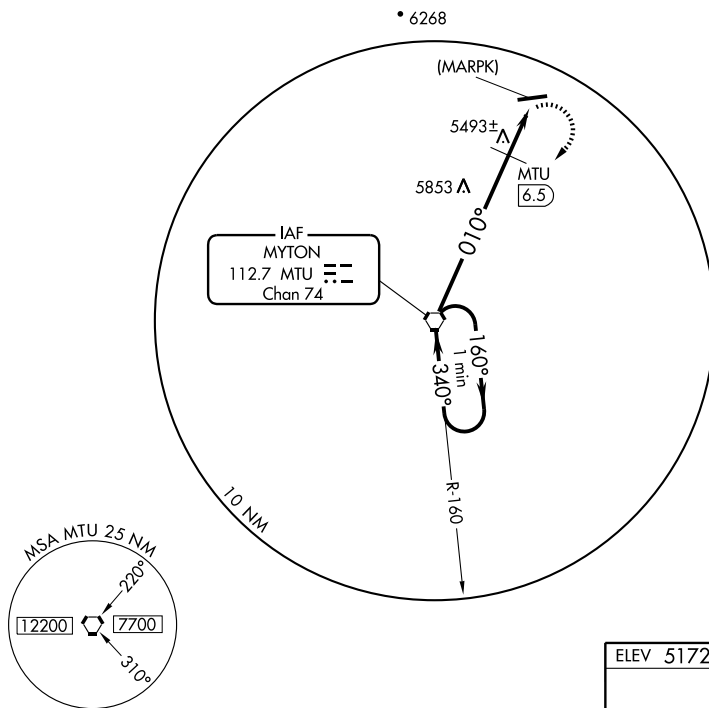
|             |  |
|-------------|--|
| <b>T</b>    | Use Vernal altimeter setting. When not received, |
| <b>A NA</b> | procedure not authorized.                        |

**MISSED APPROACH:** Climbing right turn to 9000 direct MTU VORTAC and hold.

AWOS-3  
118.975

CEDAR CITY RADIO  
122.1R

UNICOM  
122.8 (CTAF) **L**



8822

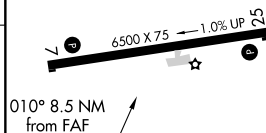
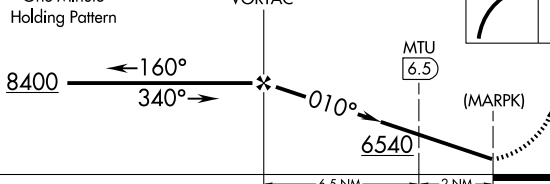
ELEV 5172

### One Minute Holding Pattern

VORTAC

9000

MTU  
112.7



MIRL Rwy 7-25 **L**  
REIL Rwys 7 and 25 **L**

| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 6540-1¼<br>1368 (1400-1¼) | 6540-1½<br>1368 (1400-1½) | 6540-3<br>1368 (1400-3) | NA |

DMF MINIMUMS

|          |                          |                          |                         |    |
|----------|--------------------------|--------------------------|-------------------------|----|
| CIRCLING | 6140-1¼<br>968 (1000-1¼) | 6140-1½<br>968 (1000-1½) | 6260-3<br>1088 (1100-3) | NA |
|----------|--------------------------|--------------------------|-------------------------|----|

FAF to MAP 8.5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

ROOSEVELT, UTAH  
Amdt 3 05356

ROOSEVELT MUNI (74V)  
VOR or GPS-A

40° 17'N - 110° 03'W

SW-4. 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

ASDE-X Surveillance System in use.  
Pilots should operate transponders  
with Mode C on all twys and rwys.

ATIS  
124.75 125.625  
SALT LAKE CITY TOWER  
119.05 257.8 (RWY 16L-34R)  
118.3 257.8 (RWYS 14-32, 17-35)  
132.65 336.4 (RWY 16R-34L)  
GND CON

121.9 348.6 (RWYS 14-32, 17-35)  
133.65 348.6 (RWYS 16L-34R, 16R-34L)  
CLNC DEL  
127.3 379.975

RWY 14-32

S-60, D-200, 2D-350, 2D/2D2-850

RWY 16L-34R

S-60, D-200, 2S-175, 2D-350, 2D/2D2-850

RWY 16R-34L

S-60, D-200, 2S-175, 2D-350, 2D/2D2-850

RWY 17-35

S-60, D-200, 2S-175, 2D-350, 2D/2D2-850

ELEV  
4221

A11

A10

162.5°

FIRE DEPT  
TRAINING  
FACILITYNORTH  
CARGOTWR  
4549

HANGARS

FIRE  
STATIONU.S.  
CUSTOMSTERMINAL ONE/  
AIRPORT AUTHORITYAIR CARRIER  
TRANSIENT  
PARKINGFIRE  
STATIONSOUTH  
CARGO

APRON

H2

H1

H34R

ELEV  
4221ELEV  
4226FIELD  
ELEV  
4227

12004 X 150

ELEV  
4222

4892 X 150

342.6°

ELEV  
4224

320.6°

ELEV  
4224

347.5°

ELEV  
4224ELEV  
4224ELEV  
4224ELEV  
4224ELEV  
4224ELEV  
4224ELEV  
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4224ELEV  
4224ELEV  
4224ELEV  
4224

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
4219

Z1

K9

K8

167.6°

K7

K6

K5

K4

K3

K2

K1

K0

K-1

K-2

K-3

K-4

K-5

K-6

K-7

K-8

K-9

K-10

K-11

K-12

K-13

K-14

K-15

K-16

K-17

K-18

K-19

K-20

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°00'W

111°59'W

111°58'W

111°57'W

## AIRPORT DIAGRAM

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL (SLC)

## SALT LAKE CITY

SALT LAKE CITY INTL (SLC) 3 W UTC-7(-6DT) N40°47.30' W111°58.67'

SALT LAKE CITY

4227 B S4 FUEL 80, 100, 100LL, JET A1 OX 1, 2, 3, 4 LRA Class I, ARFF Index E

COPTER

NOTAM FILE SLC

H-3D, L-9C, 11D

RWY 16L-34R: H12004X150 (ASPH-GRVD) S-60, D-200, 2S-175, 2D-350, 2D/2D2-850 HIRL CL IAP, AD

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70'.

RWY 34R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.

RWY 16R-34L: H12000X150 (CONC-GRVD) S-60, D-200, 2S-175,

2D-350, 2D/2D2-850 HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.

RWY 34L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.

RWY 17-35: H9596X150 (ASPH-GRVD) S-60, D-200, 2S-175,

2D-350, 2D/2D2-850 HIRL CL

RWY 17: TDZL. MALS. PAPI(P4R)—GA 3.0° TCH 76'.

RWY 35: TDZL. MALS. PAPI(P4L)—GA 3.0° TCH 74'. Thld displcd 324'. Road.

RWY 14-32: H4892X150 (ASPH-GRVD-PFC) S-60, D-200,

2D-350, 2D/2D2-850 HIRL

RWY 14: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 32: PAPI(P4L)—GA 3.0° TCH 41'.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-4892 TODA-4892 ASDA-4892 LDA-4892

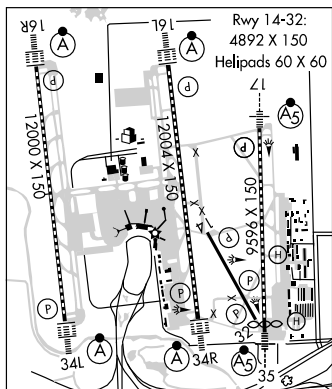
RWY 16L: TORA-12004 TODA-12004 ASDA-12004 LDA-12004

RWY 16R: TORA-12000 TODA-12000 ASDA-12000 LDA-12000

RWY 32: TORA-4892 TODA-4892 ASDA-4892 LDA-4892

RWY 34L: TORA-12004 TODA-12004 ASDA-12004 LDA-12004

RWY 34R: TORA-12000 TODA-12000 ASDA-12000 LDA-12000



**AIRPORT REMARKS:** Attended continuously. CAUTION: Flocks of birds on and in/ov arpt. Due to t/c volume, local departure and arrival ops are discouraged and delays can be expected between 1700-1900Z and 0300-0600Z. Special VFR is not recommended at the arpt, if req, expect delays. ASDE-X Surveillance System in use: Pilots should opr transponders with Mode C on all twys and rwys. Touchdown, midpoint and rollout rwy visual range Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L. Touchdown and rollout rwy visual range Rwy 17, Rwy 35. Rwy 14-32 taxi ops only b/c 1,200 ft RVR. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (801) 328-3567. TDWR.**COMMUNICATIONS:** D-ATIS 125.625 124.75 (801) 325-9749 UNICOM 122.95

RCO 122.4 (CEDAR CITY RADIO)

- ⑦ SALT LAKE CITY APP/DEP CON 120.9 (S of 41° latitude below 8000') 121.1 (N of 41° latitude below 8000') 124.3 (110°-160° above 8,000') 124.9 (300°-340° above 8000') 126.25 (250°-300° above 8000') 128.1 (160°-250° above 8000') 135.5 (340°-110° above 8000').

**TOWER** 118.3 (Rwy 17-35 and Rwy 14-32) 119.05 (Rwy 16L-34R) 132.65 (Rwy 16R-34L)**GN D CON** 121.9 (Rwy 17-35 and Rwy 14-32) 133.65 (Rwy 16R-34L and Rwy 16L-34R) **CLNC DEL** 127.3**PRE-TAXI CLNC** 127.3 **PRE-DEP CLNC** 127.3**AIRSPACE:** CLASS B See VFR Terminal Area Chart. Ctc APP CON 120.9.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02' W111°58.92' 161° 3.7 NM to fld. 4220/16E.**ILS/DME** 111.9 I-UUH Chan 56 Rwy 34L. Class IIIE. DME also serves ILS Rwy 16R.**ILS/DME** 111.9 I-UUH Chan 56 Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.**ILS/DME** 109.5 I-MOY Chan 32 Rwy 16L.**ILS/DME** 109.5 I-SLC Chan 32 Rwy 34R. Class IIIE.**ILS/DME** 111.5 I-BNT Chan 52 Rwy 17. Class IE. DME also serves ILS Rwy 35.**ILS/DME** 111.5 I-UTJ Chan 52 Rwy 35. Class IE. DME service provided by ILS Rwy 17.**HELIPAD HB:** H60X60 (ASPH)**HELIPAD HF:** H60X60 (ASPH)**HELIPORT REMARKS:** Helipads B and F located on general aviation aprons.



## BEARR FOUR ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL

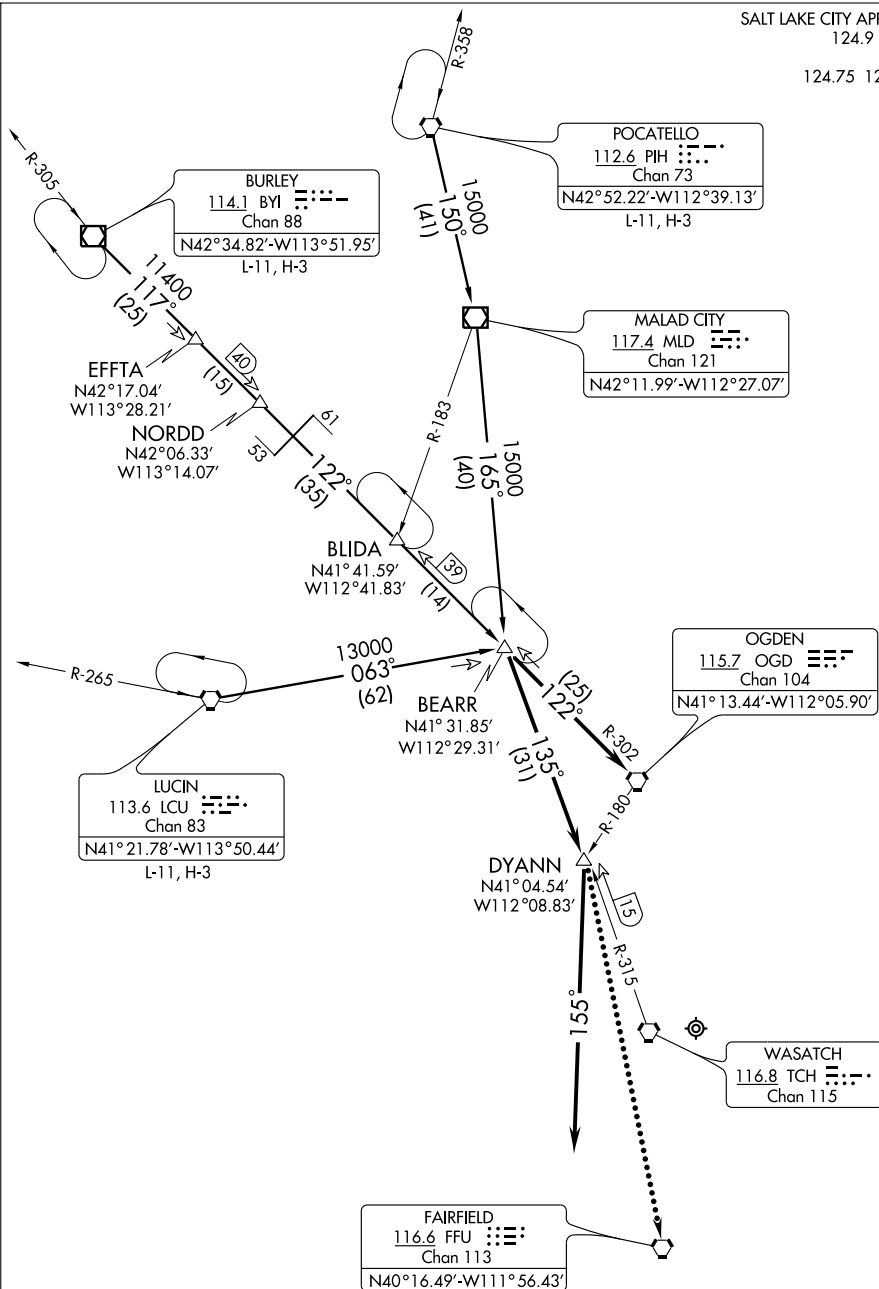
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON

124.9 290.3

ATIS

124.75 125.625



NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## BEARR FOUR ARRIVAL

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL

## ARRIVAL DESCRIPTION

BURLEY TRANSITION (BYI.BEARR4): From over BYI VOR/DME via BYI R-117 and OGD R-302 to BEARR INT. Thence....

LUCIN TRANSITION (LCU.BEARR4): From over LCU VORTAC via LCU R-063 to BEARR INT. Thence....

POCATELLO TRANSITION (PIH.BEARR4): From over PIH VORTAC via PIH R-150 to MLD VOR/DME, then via MLD R-165 to BEARR INT. Thence....

.... LANDING NORTH: Via TCH R-315 to DYANN INT. After DYANN INT fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.

.... LANDING SOUTH: Via OGD R-302 to OGD VORTAC. Expect ILS/DME RWY 16L approach.

LOST COMMUNICATIONS: LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000' until FFU VORTAC.

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

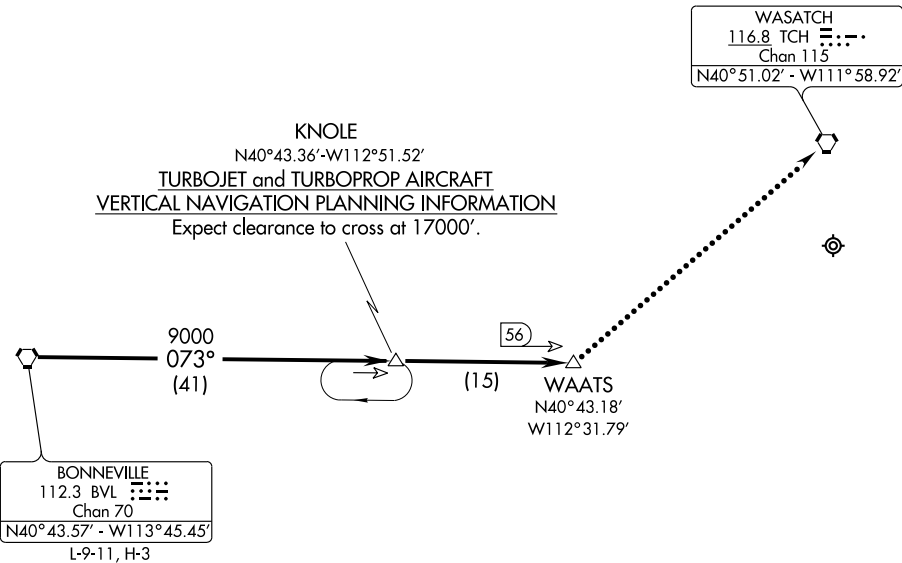
(BVL.BVL1) 09351

# BONNEVILLE ONE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON  
124.3 322.3  
ATIS 124.75 125.625



From over BVL VORTAC via BVL R-073 to WAATS DME Fix, thence expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000' until TCH VORTAC.

# BONNEVILLE ONE ARRIVAL

(BVL.BVL1) 09351

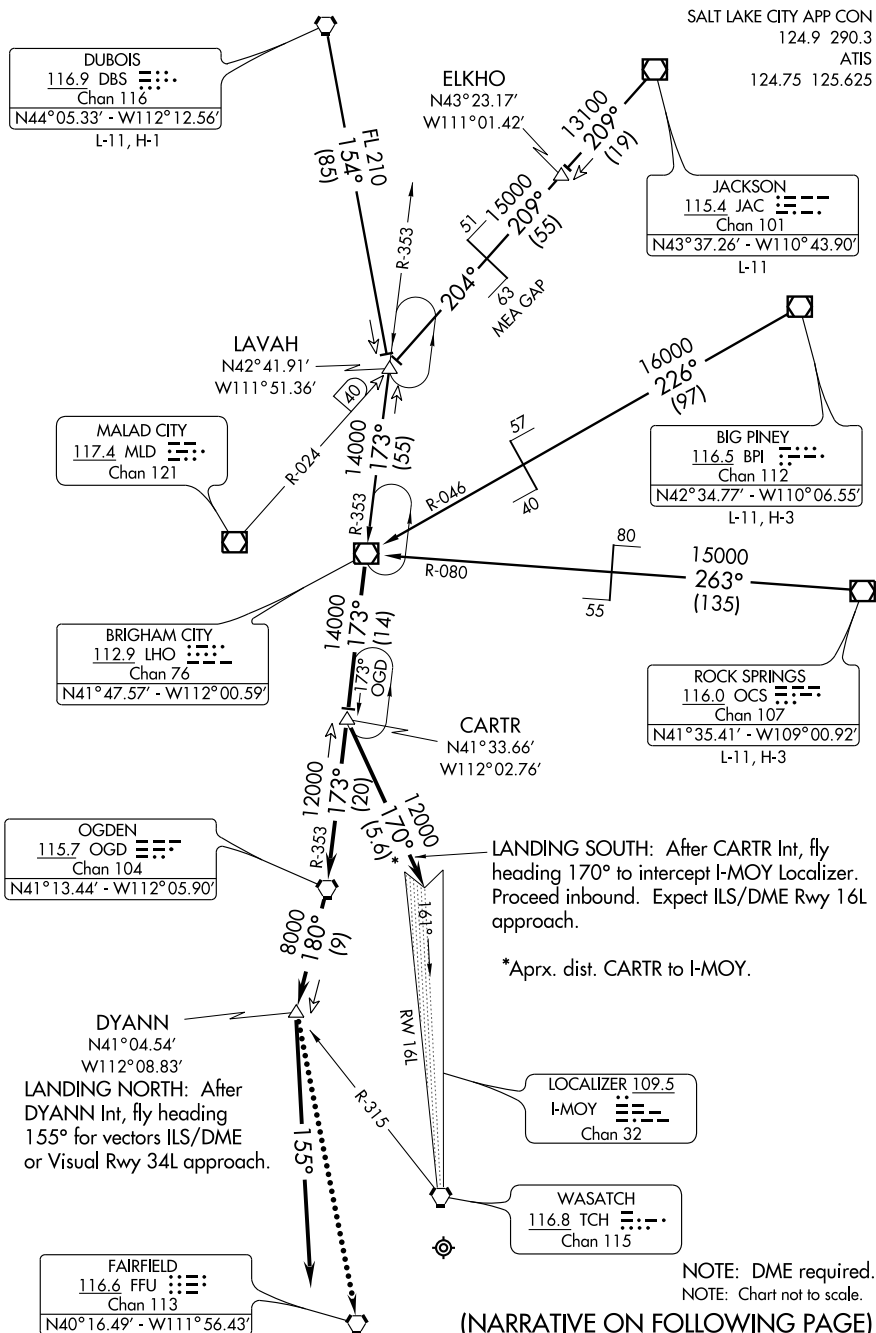
SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## BRIGHAM CITY THREE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## BRIGHAM CITY THREE ARRIVAL

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

## ARRIVAL ROUTE DESCRIPTION

BIG PINEY TRANSITION (BPI.LHO3): From over BPI VOR/DME via BPI R-226 and LHO R-046 to LHO VOR/DME. Thence....

DUBOIS TRANSITION (DBS.LHO3): From over DBS VORTAC via DBS R-154 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

JACKSON TRANSITION (JAC.LHO3): From over JAC VOR/DME via JAC R-209 and MLD R-024 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

ROCK SPRINGS TRANSITION (OCS.LHO3): From over OCS VOR/DME via OCS R-263 and LHO R-080 to LHO VOR/DME. Thence....

LANDING NORTH:

.... From over LHO VOR/DME via LHO R-173 to CARTR INT, then via OGD R-353 to OGD VORTAC, then via OGD R-180 to DYANN INT. After DYANN INT, fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.

LANDING SOUTH:

.... From over LHO VOR/DME via LHO R-173 to CARTR INT. After CARTR INT, fly heading 170° to intercept I-MOY Localizer, proceed inbound. Expect ILS/DME RWY 16L approach.

LOST COMMUNICATIONS:

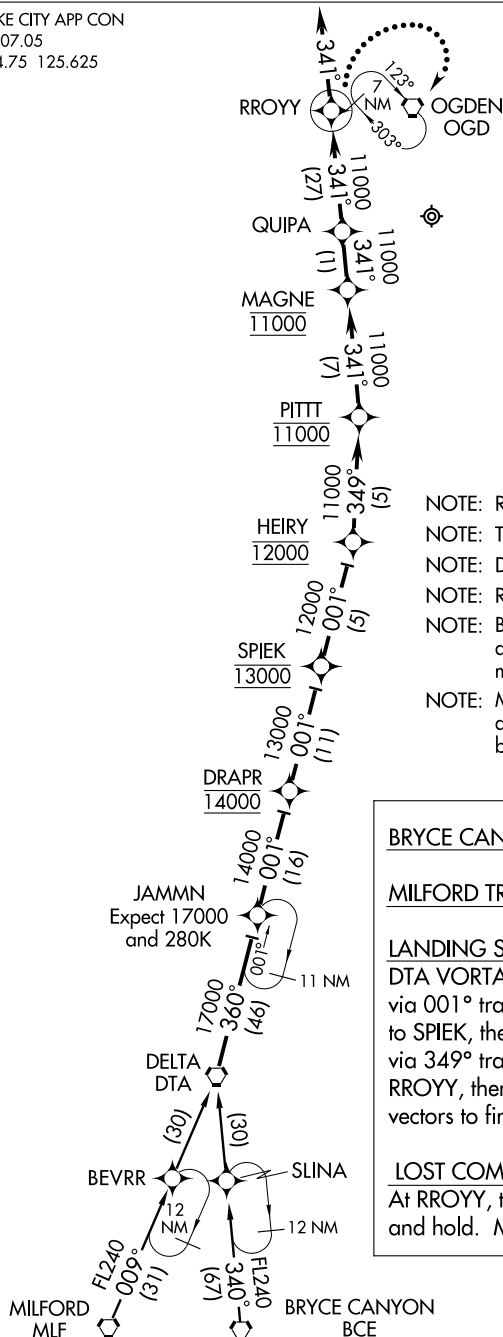
LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000' until FFU VORTAC.

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## DELTA THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAHSALT LAKE CITY APP CON  
128.1 307.05  
ATIS 124.75 125.625

NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: BCE TRANSITION: For Non-GPS equipped aircraft, BVL, FFU, TCH, and OGD DMEs must be operational.

NOTE: MLF TRANSITION: For Non-GPS equipped aircraft, BVL, TCH, and OGD DMEs must be operational.

BRYCE CANYON TRANSITION (BCE.DELTA3)MILFORD TRANSITION (MLF.DELTA3)

**LANDING SOUTH (RWY 16L/16R/17):** From DTA VORTAC via 360° track to JAMMN, then via 001° track to DRAPR, then via 001° track to SPIEK, then via 001° track to HEIRY, then via 349° track to PITTT, then as depicted to RROY, then via 341° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

At RROY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: Chart not to scale.

## DELTA THREE ARRIVAL (RNAV)

(DELTA.DELTA3) 09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

## EDETH ONE DEPARTURE (RNAV)

ATIS 124.75 125.625

CLNC DEL

127.3 379.975

GND CON

121.9 348.6 (Rwys 14-32, 17-35)

133.65 348.6 (Rwys 16L-34R, 16R-34L)

SALT LAKE CITY TOWER

119.05 257.8 (Rwy 16L-34R)

118.3 257.8 (Rwys 14-32, 17-35)

132.65 336.4 (Rwy 16R-34L)

SALT LAKE CITY DEP CON

128.1 307.05

BUCCO

10000 230 KIAS

SCANT

10000

HIDUT

11000

TOOLE

13000

MUSAW

FL230 250 KIAS

Resume normal speed  
after MUSAW

TRILA

EDETH

TRANT

FL220

\*14400

240°

(236)

COALDALE  
OAL

FL220

\*11400

180°

(80)

BERYL

SEVYR

FL220

\*9500

173°

(52)

MILFORD

MLF

FL240

\*12400

180°

(32)

BRYCE CANYON  
BCE

SAPEE

243°

(6)

4727

TAKE-OFF MINIMUMS

Rwys 14, 32, 16R/L, 17: NA-ATC.

Rwy 34R: Standard with minimum climb  
of 420' per NM to 10900.ATC climb of 264' per NM from 11000  
to 13000.Rwy 34L: Standard with minimum climb  
of 430' per NM to 10700. ATC climb of  
264' per NM from 11000 to 13000.Rwy 35: Standard with minimum climb  
of 425' per NM to 10800. ATC climb  
of 264' per NM from 11000 to 13000.NOTE: If unable to accept climb rates and crossing  
restrictions, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: For Non-GPS equipped aircraft:

FFU and DTA DMEs must be operational for BRYCE  
CANYON, MILFORD, and BERYL transitions.FFU, DTA, ILC, TPH, MYA, and OAL DMEs must be  
operational for COALDALE transitions.TAKE-OFF OBSTACLESRwy 34R: Post 12' from DER, 349' right of centerline,  
4' AGL/4227' MSL.Rwy 35: Post 55' from DER, 249' left of centerline,  
4' AGL/4220' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## EDETH ONE DEPARTURE (RNAV)

(EDEDH1.EDETH) 09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)

## EDETH ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .

. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BERYL TRANSITION (EDETH1.BERYL)

BRYCE CANYON TRANSITION (EDETH1.BCE)

COALDALE TRANSITION (EDETH1.OAL)

MILFORD TRANSITION (EDETH1.MLF)

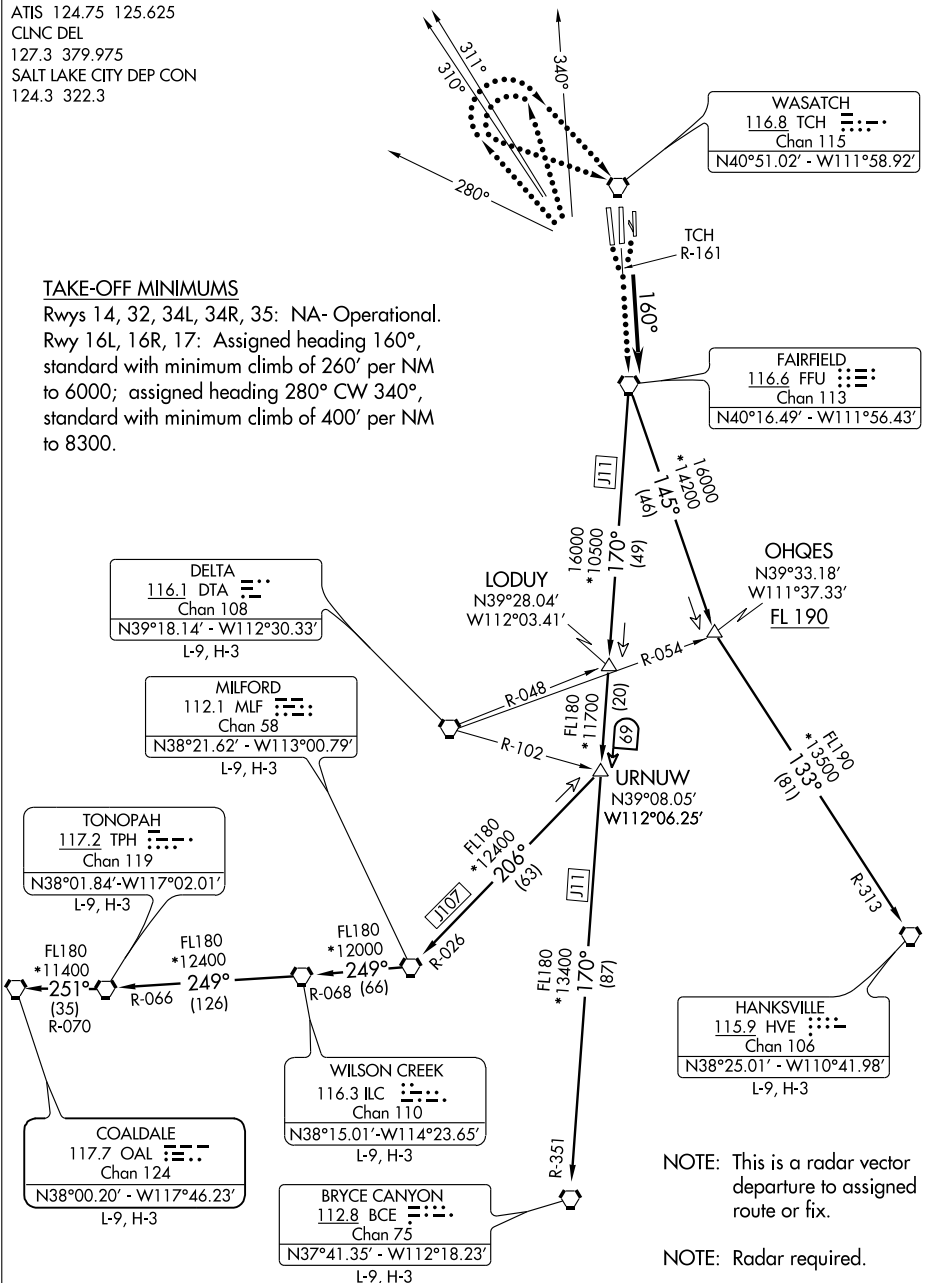


## FAIRFIELD SEVEN DEPARTURE

ATIS 124.75 125.625  
CLNC DEL  
127.3 379.975  
SALT LAKE CITY DEP CON  
124.3 322.3

## TAKE-OFF MINIMUMS

Rwys 14, 32, 34L, 34R, 35: NA- Operational.  
Rwy 16L, 16R, 17: Assigned heading 160°, standard with minimum climb of 260' per NM to 6000; assigned heading 280° CW 340°, standard with minimum climb of 400' per NM to 8300.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## FAIRFIELD SEVEN DEPARTURE

(FFU7.FFU) 10042

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)

SW-4. 23 SEP 2010 to 21 OCT 2010

## FAIRFIELD SEVEN DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L, 16R, 17: Climb heading 160° or as assigned, maintain 10000' or assigned lower altitude. Thence . . . .

. . . . Expect radar vectors to FFU VORTAC then via filed/assigned transition. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off: Runways 16L and 17: Assigned heading 160°, turn right, thence . . . .

Runway 16R: Assigned heading 160°, turn left, thence . . . .

. . . . climb to 11000' via TCH R-161 to FFU VORTAC and continue climb via assigned/filed transition.

Runways 16L, 16R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000'. Then, aircraft heading 280° CW 310°, execute a climbing right turn, thence . . . .

Aircraft heading 311° CW 340°, execute a climbing left turn, thence . . . .

. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via assigned/filed transition.

BRYCE CANYON TRANSITION (FFU7.BCE): From over FFU VORTAC via FFU R-170 and BCE R-351 to BCE VORTAC.

COALDALE TRANSITION (FFU7.OAL): From over FFU VORTAC via FFU R-170 and MLF R-026 to MLF VORTAC. Then via MLF R-249 and ILC R-068 to ILC VORTAC. Then via ILC R-249 and TPH R-066 to TPH VORTAC. Then via TPH R-251 and OAL R-070 to OAL VORTAC.

HANKSVILLE TRANSITION (FFU7.HVE): From over FFU VORTAC via FFU R-145 and HVE R-313 to HVE VORTAC.

MILFORD TRANSITION (FFU7.MLF): From over FFU VORTAC via FFU R-170 and MLF R-026 to MLF VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL.

Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL.

Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL.

Rwy 17: Vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT                     | HOT SPOT | DESCRIPTION*   |
|----------------------------------|----------|--|
| LAS VEGAS, NV                    |          |  |
| McCARRAN INTL (LAS)              | HS 1     | Rwy 01R-19L, Twy S and the ramp.   |
|                                  | HS 2     | Rwy 01R-19L and Rwy 01L-19R, Twy U.  |
|                                  | HS 3     | Rwy 01R-19L and Rwy 01L-19R, Twy Y.  |
|                                  | HS 4     | Rwy 07L and Rwy 01L, co-located rwy holding position markings.                           |
|                                  | HS 5     | Twy E.   |
| LAS VEGAS, NV                    |          |  |
| NORTH LAS VEGAS (VGT)            | HS 1     | Rwy 07, Twy G and Twy F.   |
|                                  | HS 2     | Rwy 12R, Twy G.  |
|                                  | HS 3     | Rwy 12R, Twy A and Twy B.  |
|                                  | HS 4     | Rwy 12L, Twy A.  |
| MESA, AZ                         |          |  |
| FALCON FIELD (FFZ)               | HS 1     | Rwy 04R-22L, Twy B and Twy D   |
| MINDEN, NV                       |          |  |
| MINDEN-TAHOE (MEV)               | HS 1     | Complex int.   |
|                                  | HS 2     | Frequent crossings for sailplane operations.   |
| PHOENIX, AZ                      |          |  |
| PHOENIX-MESA<br>GATEWAY (IWA)    | HS 1     | Twy V, Twy B, and Twy K complex int.   |
| PHOENIX, AZ                      |          |  |
| PHOENIX SKY HARBOR<br>INTL (PHX) | HS 1     | Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.                                   |
|                                  | HS 2     | Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization. |
| PROVO, UT                        |          |  |
| PROVO MUNI (PVU)                 | HS 1     | Twy A and Twy A3 close proximity to ramp and rws.  |
| RENO, NV                         |          |  |
| RENO/TAHOE INTL (RNO)            | HS 1     | Rwy 07-25, Twy A and Twy B.  |
|                                  | HS 2     | Twy C and the ramp.  |
|                                  | HS 3     | Rwy 16L, Twy C and Twy D.  |
| SALT LAKE CITY, UT               |          |  |
| SALT LAKE CITY INTL (SLC)        | HS 1     | Hold line on apch end of Rwy 32 protects Rwy 35.   |
|                                  | HS 2     | Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.                              |
|                                  | HS 3     | Area not visible from control twr.   |
| TUCSON, AZ                       |          |  |
| RYAN FIELD (RYN)                 | HS 1     | Rwy 33 and Rwy 06R, Twy B.   |
| TUCSON, AZ                       |          |  |
| TUCSON INTL (TUS)                | HS 1     | Twy A, Twy D and Twy A3, complex int.  |
|                                  | HS 2     | Rwy 11L and Rwy 11R apch areas.  |
|                                  | HS 3     | Rwy 29R and Rwy 29L.   |
|                                  | HS 4     | Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.                                     |

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

|                          |                 |                             |                      |
|--------------------------|-----------------|-----------------------------|----------------------|
| LOC/DME I-UTJ<br>Chan 52 | APP CRS<br>346° | Rwy Idg<br>TDZE<br>Apt Elev | 9272<br>4224<br>4227 |
|--------------------------|-----------------|-----------------------------|----------------------|

# ILS or LOC/DME RWY 35

SALT LAKE CITY INTL (SLC)

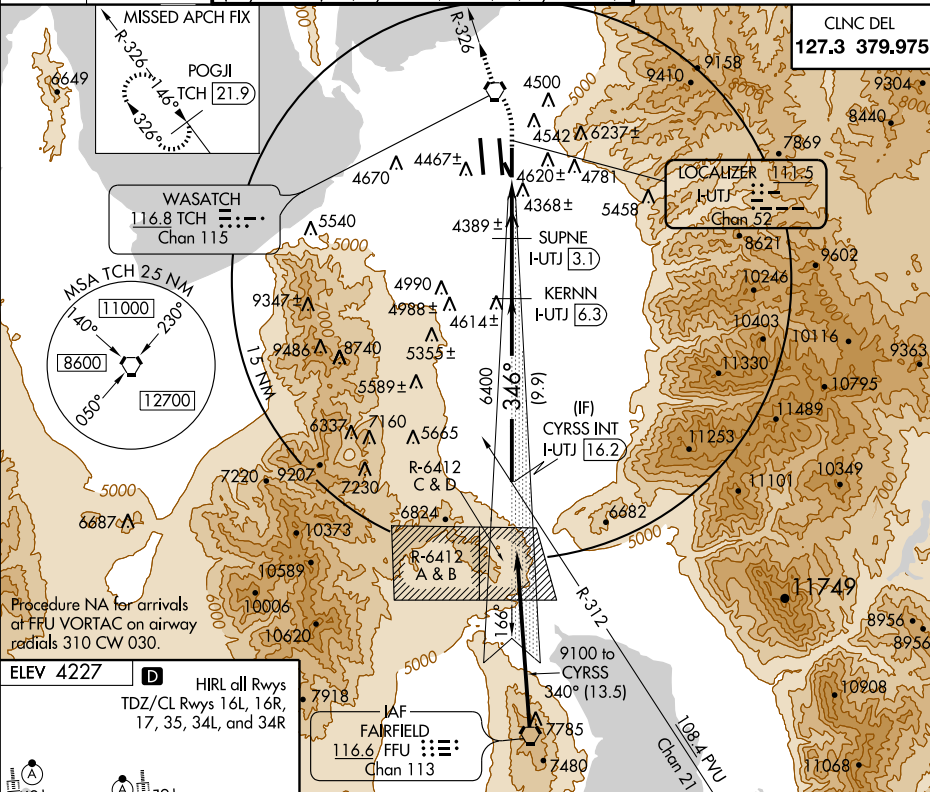


For inoperative MALSR, increase S-ILS 35 all Cats visibility to RVR 4000 and S-LOC 35 Cat E visibility to 1¼.

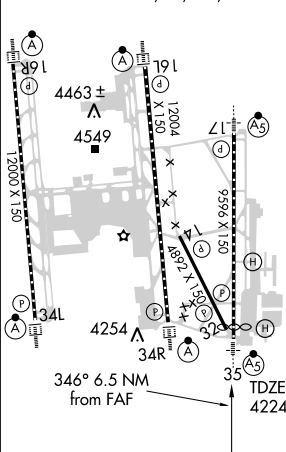


MISSED APPROACH: Climb to 9000 via left turn direct TCH VORTAC and TCH VORTAC R-326 to POGJI/TCH21.9 DME and hold.

| ATIS              | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER               | GND CON                                 |
|-------------------|---------------------------|------------------------------------|---|
| 124.75<br>125.625 | 124.3 322.3               | 119.05 257.8<br>(Rwy 16L-34R)      | 121.9 348.6<br>(Rwys 14-32, 17-35)      |
|                   |                           | 118.3 257.8<br>(Rwys 14-32, 17-35) | 133.65 348.6<br>(Rwys 16L-34R, 16R-34L) |
|                   |                           | 132.65 336.4<br>(Rwy 16R-34L)      |   |



ELEV 4227 HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R,  
17, 35, 34L, and 34R



| CATEGORY | A       | B           | C                      | D                      | E                       |
|----------|---------|-------------|------------------------|------------------------|-------------------------|
| S-ILS 35 | 4424/18 | 200 (200-½) |                        |                        | 4424/24<br>200 (200-½)  |
| S-LOC 35 | 4700/24 | 476 (500-½) | 4700/40<br>476 (500-¾) | 4700/50<br>476 (500-1) | 4700/60<br>476 (500-1¼) |

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-MOY<br><b>109.5</b><br>Chan <b>32</b> | APP CRS<br><b>161°</b> | Rwy Idg <b>12004</b><br>TDZE <b>4227</b><br>Apt Elev <b>4227</b> |
|---|------------------------|--|

# ILS or LOC RWY 16L

## SALT LAKE CITY INTL (SLC)

For inoperative ALSF, increase S-LOC Cat D to RVR 5000.  
Simultaneous approach authorized with Rwy 16R.  
DME or RADAR required.

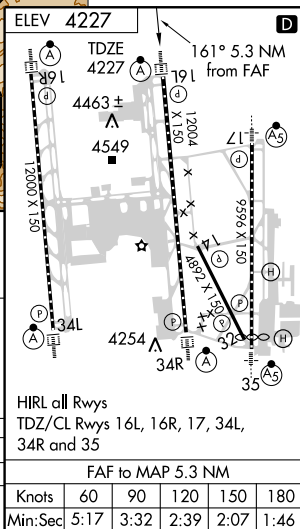
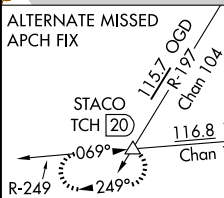
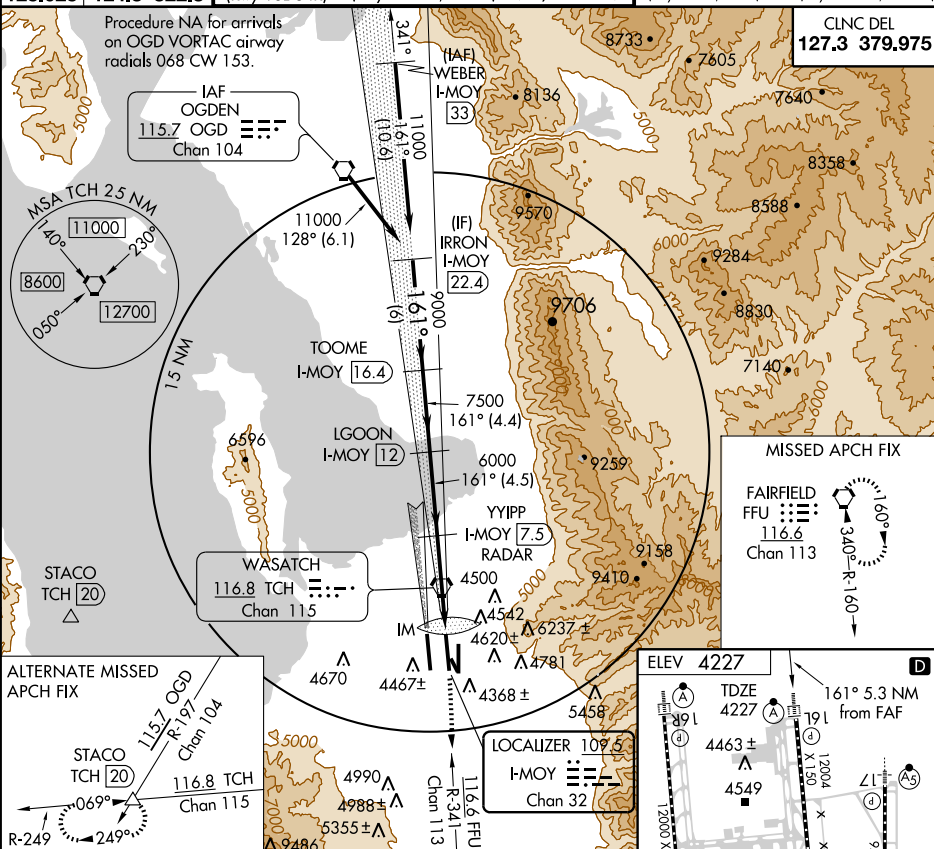


MISSED APPROACH: Climb to 4800,  
then climb to 10000 via FFU VORTAC  
R-341 to FFU VORTAC and hold.

|   |   |   |   |
|---|---|---|---|
| ATIS<br><b>124.75</b><br><b>125.625</b> | SALT LAKE CITY<br>APP CON<br><b>124.3 322.3</b> | SALT LAKE CITY TOWER<br><b>119.05 257.8 118.3 257.8 132.65 336.4</b><br>(Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L) | GND CON<br><b>121.9 348.6 133.65 348.6</b><br>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L) |
|---|---|---|---|

Procedure NA for arrivals  
on OGD VORTAC airway  
radials 068 CW 153.

CINC DEL  
**127.3 379.975**



|                  |                     |                |                 |           |
|------------------|---------------------|----------------|-----------------|-----------|
| IRRON I-MOY 22.4 | TOOME I-MOY 16.4    | LGOON I-MOY 12 | YYIPP I-MOY 7.5 | FFU 116.6 |
| 11000            | 9000                | 7500           | 6000            | 4800      |
| GS 3.00° TCH 55  | Procedure Turn NA   |                |                 |           |
| 6 NM             | 4.4 NM              | 4.5 NM         | 4.5 NM          | 0.7 0.1   |
| CATEGORY         | A                   | B              | C               | D         |
| S-ILS 16L        | 4427/18 200 (200-½) |                |                 |           |
| S-LOC 16L        | 4560/24 333 (400-½) |                |                 |           |
|                  | 4560/40 333 (400-¾) |                |                 |           |

HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 34L,  
34R and 35

FAF to MAP 5.3 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:17 | 3:32 | 2:39 | 2:07 | 1:46 |

|               |         |          |       |
|---------------|---------|----------|-------|
| LOC/DME I-UAT | APP CRS | Rwy Idg  | 12000 |
| 111.9         | 161°    | TDZE     | 4223  |
| Chan 56       |         | Apt Elev | 4227  |

# ILS or LOC RWY 16R SALT LAKE CITY INTL (SLC)



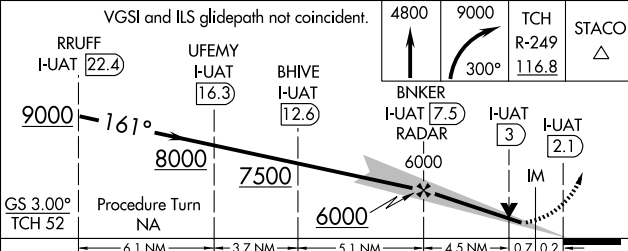
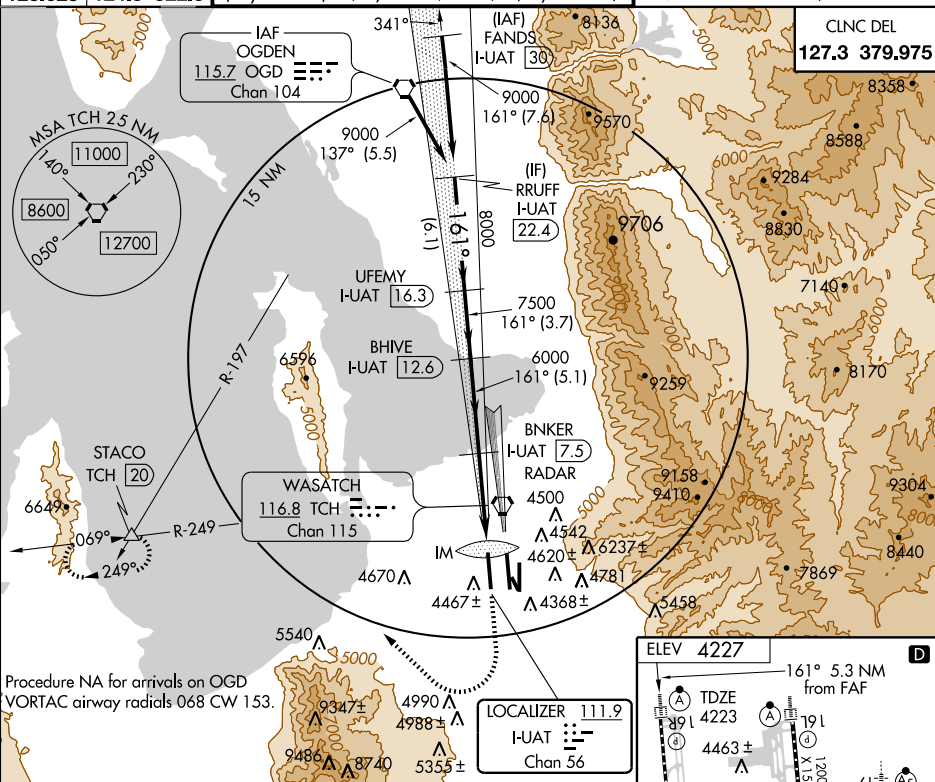
Simultaneous approach authorized with Rwy 16L.  
DME or RADAR required.

ALSF-2

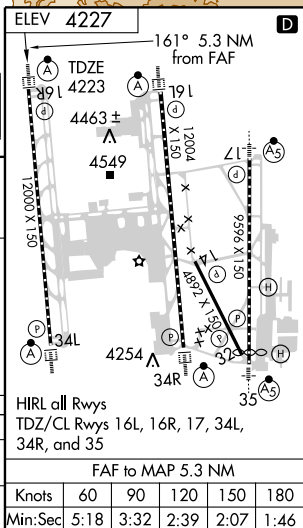


MISSED APPROACH: Climb to 4800, then climbing  
right turn to 9000 via heading 300° and TCH R-249  
to STACO INT/TCH 20 DME and hold.

| ATIS    | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER |                     |               | GND CON             |       |                         |
|---------|---------------------------|----------------------|---------------------|---------------|---------------------|-------|-------------------------|
| 124.75  |                           | 119.05               | 257.8               | 118.3 257.8   | 132.65              | 336.4 |                         |
| 125.625 | 124.3 322.3               | (Rwy 16L-34R)        | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | 121.9 348.6         |       | 133.65 348.6            |
|         |                           |                      |                     |               | (Rwys 14-32, 17-35) |       | (Rwys 16L-34R, 16R-34L) |



| CATEGORY  | A                   | B | C | D                      |
|-----------|---------------------|---|---|------------------------|
| S-ILS 16R | 4423/18 200 (200-½) |   |   |                        |
| S-LOC 16R | 4580/24 357 (400-½) |   |   | 4580/40<br>357 (400-¾) |



|   |                        |  |
|---|------------------------|--|
| LOC/DME I-BNT<br><b>111.5</b><br>Chan <b>52</b> | APP CRS<br><b>166°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>9596</b><br><b>4219</b><br><b>4227</b> |
|---|------------------------|--|

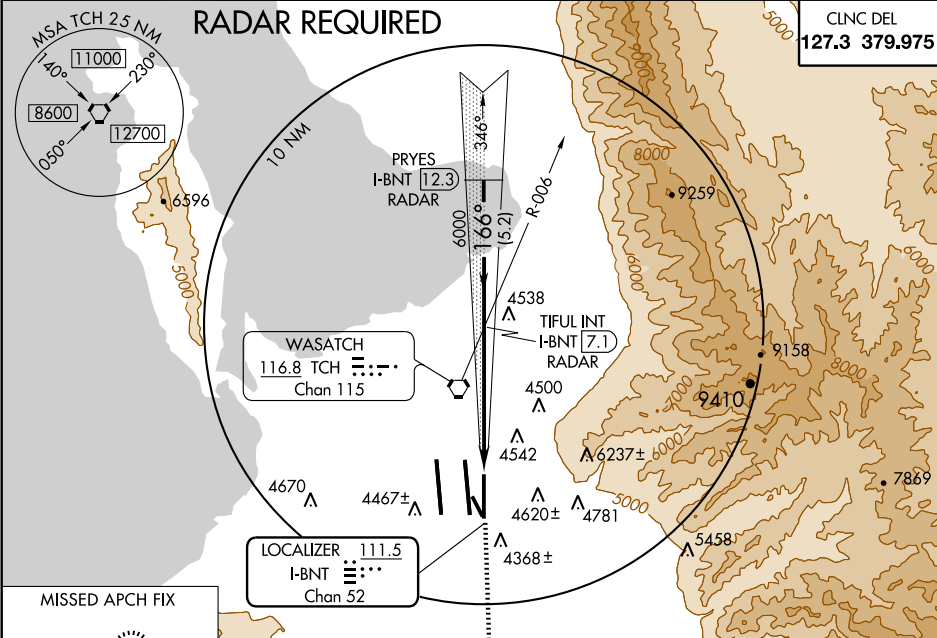
# ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

|  |           |   |
|--|-----------|---|
| <b>V</b> For inoperative MALSR increase S-ILS 17 Cat E visibility to RVR 4000 and S-LOC 17 Cat E visibility to 1¾. | MALSR<br> | MISSED APPROACH: Climb to 5800, then climb to 10000 direct FFU VORTAC and hold. |
|--|-----------|---|

| ATIS           | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER                             |              |              | GND CON                                     |               |              |
|----------------|------------------------|--|--------------|--------------|---|---------------|--------------|
| <b>124.75</b>  |                        | <b>119.05</b>                                    | <b>257.8</b> | <b>118.3</b> | <b>257.8</b>                                | <b>132.65</b> | <b>336.4</b> |
| <b>125.625</b> | <b>124.3 322.3</b>     | (Rwys 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L) |              |              | (Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L) |               |              |

## RADAR REQUIRED



MISSED APCH FIX

FAIRFIELD  
FFU  
116.6  
Chan 113

FAIRFIELD

FFU

116.6

Chan 113

160°

340°-R-160°

5000

6000

5355±Λ

Λ8740

Λ4990

Λ4988±

166°

5.3 NM

from FAF

PRYES

I-BNT 12.3

RADAR

TIFUL INT

I-BNT 7.1

RADAR

5800

10000

FFU

116.6

7500

166°

6000

I-BNT 1.8

VGSI and ILS glidepath not coincident.

5.2 NM

5.3 NM

GS 3.00°

TCH 55

CATEGORY

A

B

C

D

E

S-ILS 17

4419/18

200 (200-½)

4419/24

200 (200-½)

S-LOC 17

4700/24

481 (500-½)

4700/40

481 (500-¾)

4700/50

481 (500-1)

4700/60

481 (500-1½)

CIRCLING

NA

ELEV 4227

166° 5.3 NM from FAF

491

4463±

4549

34L

34R

35

191

12004

12000 X 150

4692 X 150

4254

502

TDZE 4219

9566 X 150

HIRL all Rwy

TDZ/CL Rwy 16L, 16R, 17, 35, 34L, and 34R

FAF to MAP 5.3 NM

Knots

60

90

120

150

180

Min:Sec

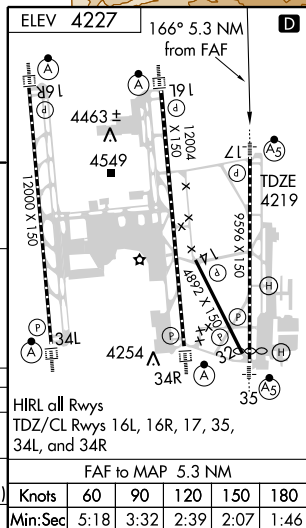
5:18

3:32

2:39

2:07

1:46



|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| LOC/DME I-UUH<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>341°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>12000</b><br><b>4226</b><br><b>4227</b> |
|---|------------------------|-----------------------------|--|

# ILS or LOC RWY 34L

SALT LAKE CITY INTL (SLC)



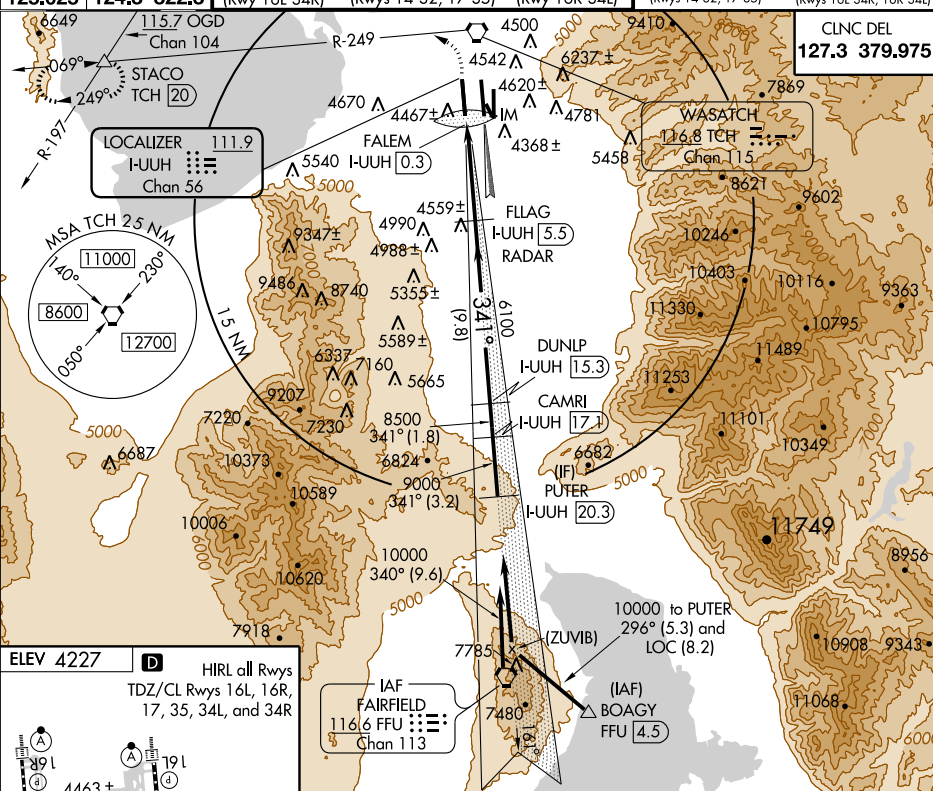
Simultaneous approach authorized with Rwy 34R.  
DME or RADAR required.

ALSIF-2

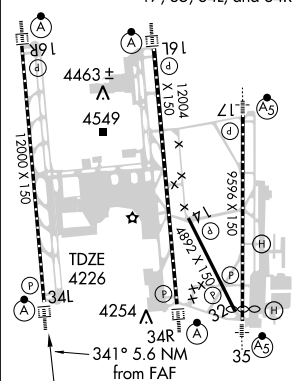


MISSED APPROACH: Climb to 4800, then  
climbing left turn to 9000 via TCH R-249  
to STACO INT/TCH 20 DME and hold.

| ATIS                            | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER  | GND CON   | CINC DEL                    |
|---------------------------------|---------------------------|---|---|-----------------------------|
| <b>124.75</b><br><b>125.625</b> | <b>124.3</b> <b>322.3</b> | <b>119.05</b> <b>257.8</b> <b>118.3</b> <b>257.8</b> <b>132.65</b> <b>336.4</b><br>(Rwys 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L) | <b>121.9</b> <b>348.6</b> <b>133.65</b> <b>348.6</b><br>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L) | <b>127.3</b> <b>379.975</b> |



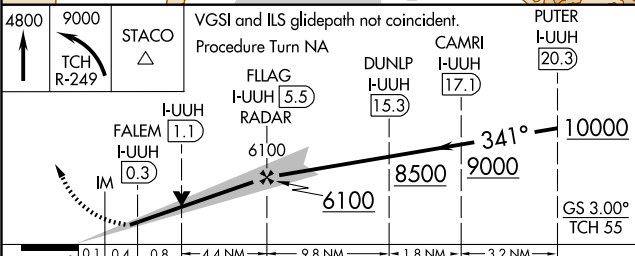
ELEV 4227 **D** HIRL all Rwys  
TDZ/CL Rws 16L, 16R,  
17, 35, 34L, and 34R



| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SALT LAKE CITY, UTAH

Amdt 1 10098



| CATEGORY  | A                   | B           | C                      | D                      |
|-----------|---------------------|-------------|------------------------|------------------------|
| S-ILS 34L | 4426/18 200 (200-½) |             |                        |                        |
| S-LOC 34L | 4700/24             | 474 (500-½) | 4700/40<br>474 (500-¾) | 4700/50<br>474 (500-1) |

SALT LAKE CITY INTL (SLC)

# ILS or LOC RWY 34L

40°47'N-111°59'W



|   |                        |  |
|---|------------------------|--|
| LOC/DME I-SLC<br><b><u>109.5</u></b><br>Chn <b>32</b> | APP CRS<br><b>341°</b> | Rwy Idg <b>12004</b><br>TDZE <b>4222</b><br>Apt Elev <b>4227</b> |
|---|------------------------|--|

ILS or LOC RWY 34R  
SALT LAKE CITY INTL (SLC)

|   |   |  |
|---|---|--|
| <p><b>V</b> Simultaneous approach authorized with Rwy 34L.<br/>DME or RADAR required.</p> | <p>ALSF-2</p>  | <p>MISSED APPROACH: Climb to 9000<br/>direct TCH VORTAC then via TCH<br/>R-331 to OGD VORTAC and hold.</p> |
|---|---|--|

|   |  |  |  |  |  |  |
|---|--|--|--|--|--|--|
| ATIS<br><b>124.75</b><br><b>125.625</b> | SALT LAKE CITY<br>APP CON<br><b>124.3</b> <b>322.3</b> | SALT LAKE CITY TOWER<br><b>119.05</b> <b>257.8</b> <b>118.3</b> <b>257.8</b> <b>132.65</b> <b>336.4</b><br>(Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L) |  |  | GND CON<br><b>121.9</b> <b>348.6</b> <b>133.65</b> <b>348.6</b><br>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L) |  |
|---|--|--|--|--|--|--|

### MISSED APCH FIX

OGDEN  
OGD  $\equiv \equiv \equiv$   
115.7  
Chan 104

LOCALIZER 109.5  
I-SLC  
Chan 32

SALT LAKE CITY TOWER

|               |              |                     |              |               |              |
|---------------|--------------|---------------------|--------------|---------------|--------------|
| <b>119.05</b> | <b>257.8</b> | <b>118.3</b>        | <b>257.8</b> | <b>132.65</b> | <b>336.4</b> |
| (Rwy 16L-34R) |              | (Rwys 14-32, 17-35) |              | (Rwy 16R-34L) |              |

GND CON

**121.9 348.6**      **133.65 348.6**  
(Rwys 14-32, 17-35)      (Rwys 16L-34R, 16R-34L)

CLNC DEL  
7.3 379.975

ELEV 4227

**D**

HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R,  
17, 35, 34L, and 34R

341° 5.6 NM  
from FAF

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|-------|----|----|-----|-----|-----|
|-------|----|----|-----|-----|-----|

| Knobs | 60   | 90   | 120  | 150  | 180  |
|-------|------|------|------|------|------|
| Min   | 5.12 | 3.28 | 2.34 | 2.05 | 1.44 |

[illegible]

CATEGORY

A

10

|  |  |
|--|--|
|  |  |
|--|--|

1

D

SLOC 241

4620/24 398 (400-1/2)

4620/40

SALT LAKE CITY, UTAH

Amdt 2A 10098

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)  
ILS or LOC RWY 34R

SW-4. 23 SEP 2010 to 21 OCT 2010

|  |                        |  |
|--|------------------------|--|
| LOC/DME I-MOY<br><b>109.5</b><br>Chan 32 | APP CRS<br><b>161°</b> | Rwy Idg <b>12004</b><br>TDZE <b>4227</b><br>Apt Elev <b>4227</b> |
|--|------------------------|--|

# ILS RWY 16L (CAT II)

## SALT LAKE CITY INTL (SLC)



Simultaneous approach authorized with Rwy 16R.  
DME or RADAR required.

ALSF-2

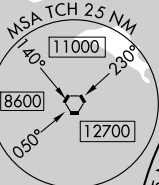


MISSED APPROACH: Climb to 4800, then climb to 10000  
via FFU VORTAC R-341 to FFU VORTAC and hold.

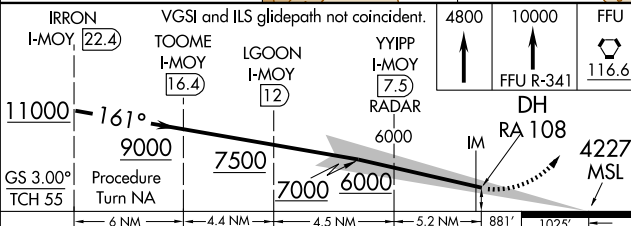
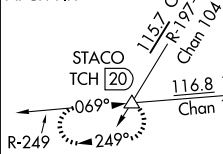
| ATIS                            | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER                        | GND CON  | CLNC DEL  |
|---------------------------------|---------------------------|---|--|---|
| <b>124.75</b><br><b>125.625</b> | <b>124.3</b> <b>322.3</b> | <b>119.05</b> <b>257.8</b><br>(Rwy 16L-34R) | <b>118.3</b> <b>257.8</b><br>(Rwys 14-32, 17-35) | <b>132.65</b> <b>336.4</b><br>(Rwy 16R-34L)           |
|                                 |                           |   | <b>121.9</b> <b>348.6</b><br>(Rwys 14-32, 17-35) | <b>133.65</b> <b>348.6</b><br>(Rwys 16L-34R, 16R-34L) |
|                                 |                           |   |  | <b>127.3</b> <b>379.975</b>                           |

Procedure NA for arrivals  
on OGD VORTAC airway  
radials 068 CW 153.

IAF  
OGDEN  
115.7 OGD  
Chan 104

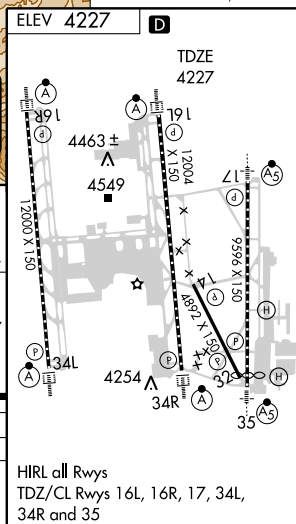


ALTERNATE MISSED  
APCH FIX



| CATEGORY  | A | B | C | D |
|-----------|---|---|---|---|
| S-ILS 16L |   |   |   |   |
|           |   |   |   |   |


### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

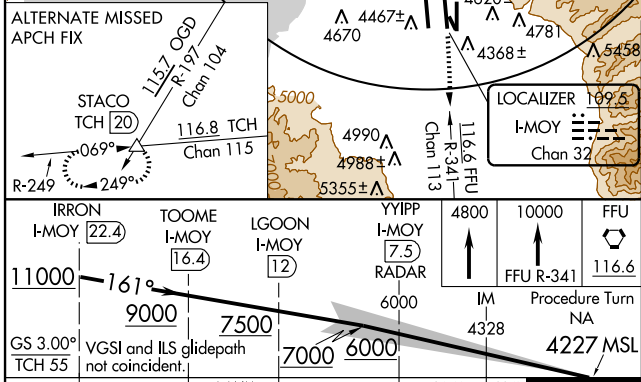
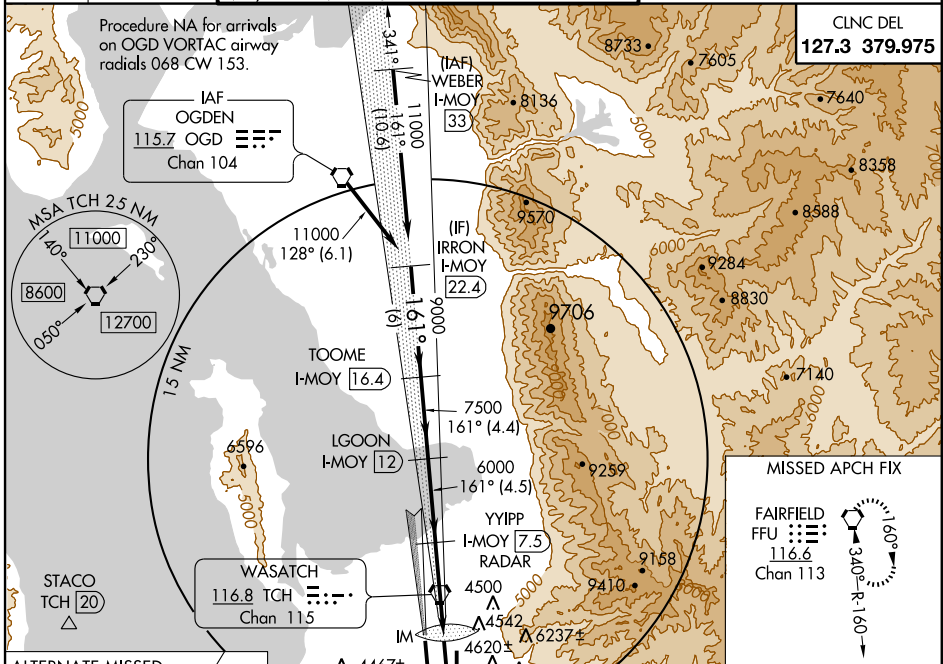


HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 34L,  
34R and 35

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-MOY<br><u>109.5</u><br>Chan <b>32</b> | APP CRS<br><b>161°</b> | Rwy Idg <b>12004</b><br>TDZE <b>4227</b><br>Apt Elev <b>4227</b> |
|---|------------------------|--|

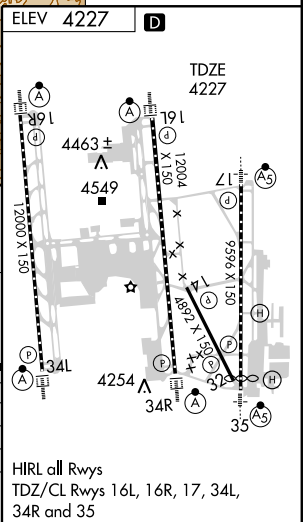
ILS RWY 16L (CAT III)  
SALT LAKE CITY INTL (SLC)

|   |   |  |  |  |  |
|---|---|--|--|--|--|
| <b>▼</b> Simultaneous approach authorized with Rwy 16R.<br>DME or RADAR required. |   | <b>ALSF-2</b><br>   |  | <b>MISSED APPROACH:</b> Climb to 4800, then climb to 10000<br>via FFU VORTAC R-341 to FFU VORTAC and hold. |  |
| <b>ATIS</b><br><b>124.75</b><br><b>125.625</b>                                    | <b>SALT LAKE CITY</b><br><b>APP CON</b><br><b>124.3 322.3</b> | <b>SALT LAKE CITY TOWER</b><br><b>119.05 257.8</b> (Rwys 16L-34R) <b>118.3 257.8</b> (Rwys 14-32, 17-35) <b>132.65 336.4</b> (Rwy 16R-34L) |  | <b>GND CON</b><br><b>121.9 348.6</b> (Rwys 14-32, 17-35) <b>133.65 348.6</b> (Rwys 16L-34R, 16R-34L)       |  |



|           |      |          |        |        |      |       |  |
|-----------|------|----------|--------|--------|------|-------|--|
|           | 6 NM | 4.4 NM   | 4.5 NM | 5.2 NM | 904' | 1025' |  |
| CATEGORY  | A    | B        | C      | D      |      |       |  |
| S-ILS 16L |      | CAT IIIa | RVR 07 |        |      |       |  |
| S-ILS 16L |      | CAT IIIb | RVR 03 |        |      |       |  |
| S-ILS 16L |      | CAT IIIc | NA     |        |      |       |  |

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



SALT LAKE CITY, UTAH

Amdt 2 10098

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

ILS RWY 16L (CAT III)

SW-4. 23 SEP 2010 to 21 OCT 2010

ILS RWY 16R (CAT II)  
SALT LAKE CITY INTL (SLC)

ALSF-2

**MISSED APPROACH:** Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

CLNC DEL  
127.3 379.975

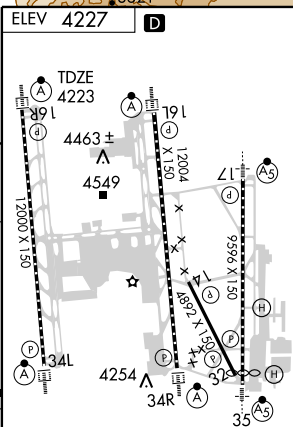


Figure 1-10 illustrates a non-parallel glidepath. The diagram shows a flight path starting at 9000 feet, turning to 161 degrees, and then descending to 6000 feet. Key waypoints include RRUFF (I-UAT 22.4), UFEMY (I-UAT 16.3), BHIVE (I-UAT 12.6), and BNKER (I-UAT 7.5). The glidepath is 300 degrees. The final altitude is 4223 MSL. The diagram also shows the VGS and ILS glidepaths not coincident.

|           |                       |   |   |   |
|-----------|-----------------------|---|---|---|
| CATEGORY  | A                     | B | C | D |
| S-ILS 16B | RA 108/12 100 DA 4323 |   |   |   |

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 34L,  
34R, and 35

|               |         |          |       |
|---------------|---------|----------|-------|
| LOC/DME I-UAT | APP CRS | Rwy Idg  | 12000 |
| 111.9         | 161°    | TDZE     | 4223  |
| Chan 56       |         | Apt Elev | 4227  |

# ILS RWY 16R (CAT III)

## SALT LAKE CITY INTL (SLC)



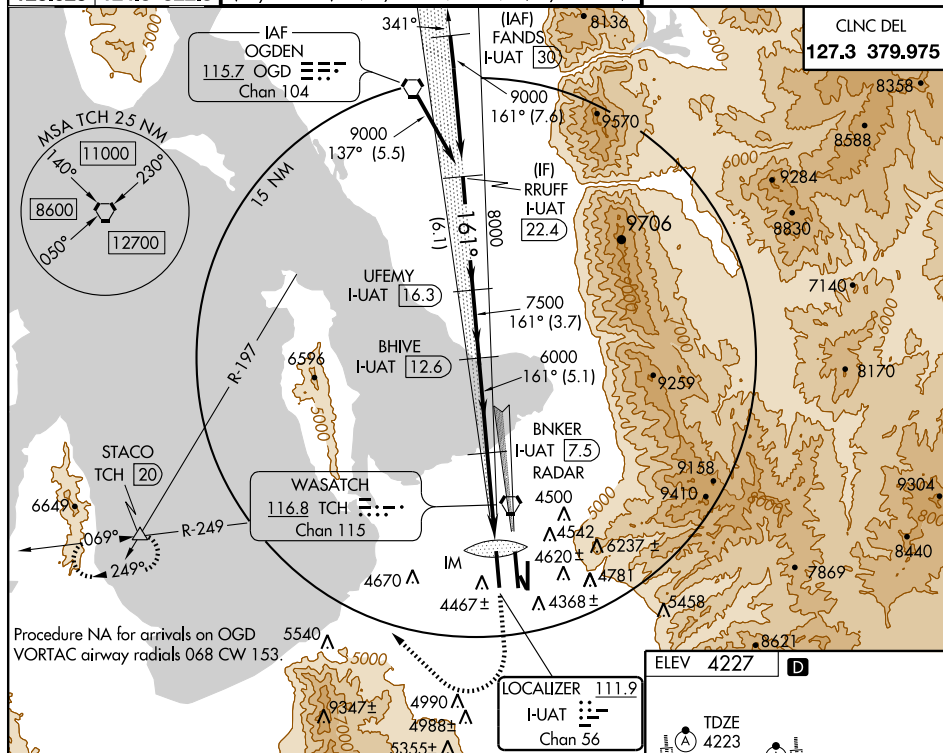
Simultaneous approach authorized with Rwy 16L.  
DME or RADAR required.

ALSF-2



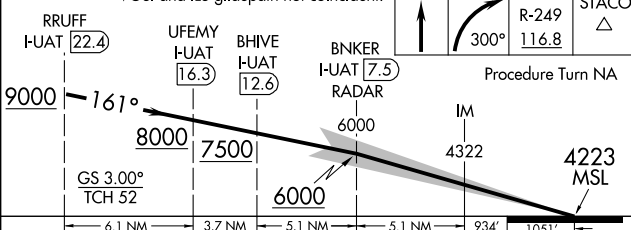
MISSED APPROACH: Climb to 4800, then climbing  
right turn to 9000 via heading 300° and TCH R-249  
to STACO INT/TCH 20 DME and hold.

| ATIS    | SALT LAKE CITY | SALT LAKE CITY TOWER |                     |               | GND CON             |                         |              |
|---------|----------------|----------------------|---------------------|---------------|---------------------|-------------------------|--------------|
| 124.75  | APP CON        | 119.05               | 257.8               | 118.3 257.8   | 132.65              | 336.4                   | 121.9 348.6  |
| 125.625 | 124.3 322.3    | (Rwy 16L-34R)        | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) | 133.65 348.6 |



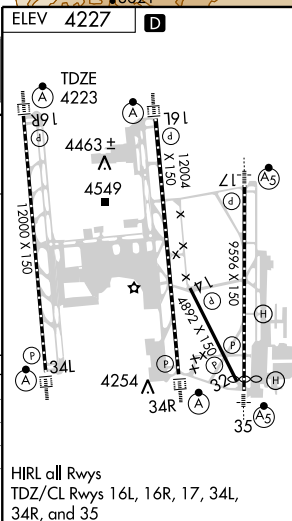
Procedure NA for arrivals on OGD  
VORTAC airway radials 068 CW 153.

VGSI and ILS glidepath not coincident.



| CATEGORY  | A | B        | C      | D |
|-----------|---|----------|--------|---|
| S-ILS 16R |   | Cat IIIa | RVR 07 |   |
| S-ILS 16R |   | Cat IIIb | RVR 03 |   |
| S-ILS 16R |   | Cat IIIc | NA     |   |

**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 34L,  
34R, and 35



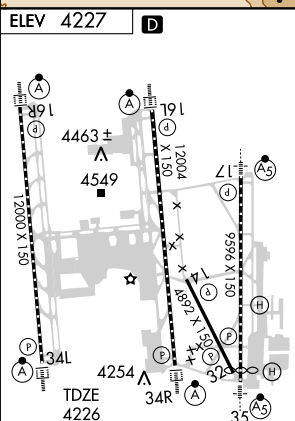
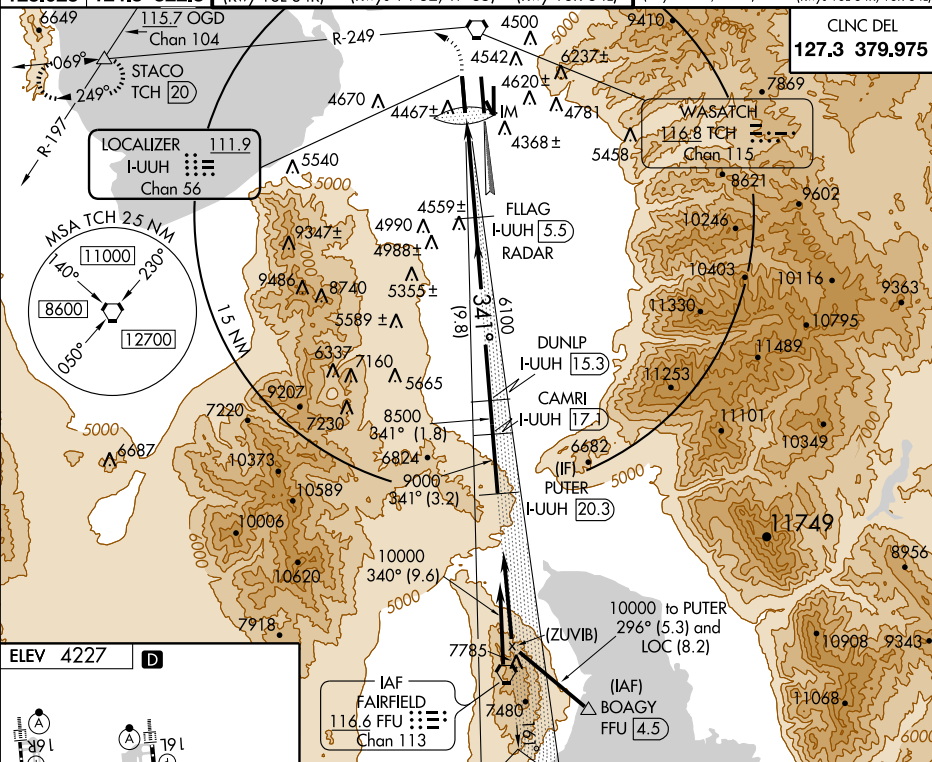
|   |                        |   |
|---|------------------------|---|
| LOC/DME I-UUH<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>341°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>12000</b><br><b>4226</b><br><b>4227</b> |
|---|------------------------|---|

# ILS RWY 34L (CAT II)

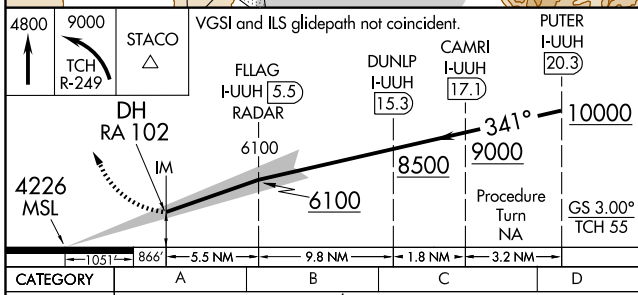
## SALT LAKE CITY INTL (SLC)

|  |               |  |
|--|---------------|--|
| <p>Simultaneous approach authorized with Rwy 34R.<br/>DME or RADAR required.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.</p> |
|--|---------------|--|

|  |  |  |  |
|--|--|--|--|
| <p>ATIS<br/><b>124.75</b><br/><b>125.625</b></p> | <p>SALT LAKE CITY<br/>APP CON<br/><b>124.3 322.3</b></p> | <p>SALT LAKE CITY TOWER<br/><b>119.05 257.8 118.3 257.8 132.65 336.4</b><br/>(Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L)</p> | <p>GND CON<br/><b>121.9 348.6 133.65 348.6</b><br/>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L)</p> |
|--|--|--|--|





HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 35, 34L,  
and 34R



### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-UUH<br><b>111.9</b><br>Chgn <b>56</b> | APP CRS<br><b>341°</b> | Rwy Idg <b>12000</b><br>TDZE <b>4226</b><br>Apt Elev <b>4227</b> |
|---|------------------------|--|

**ILS RWY 34L (CAT III)**  
SALT LAKE CITY INTL (SLC)

|   |  |   |   |   |   |
|---|--|---|---|---|---|
|  | Simultaneous approach authorized with Rwy 34R.<br>DME or RADAR required. |   | ALSF-2<br>   | MISSED APPROACH: Climb to 4800, then<br>climbing left turn to 9000 via TCH R-249<br>to STACO INT/TCH 20 DME and hold. |   |
|   | ATIS<br><b>124.75</b><br><b>125.625</b>                                  | SALT LAKE CITY<br>APP CON<br><b>124.3 322.3</b> | SALT LAKE CITY TOWER<br><b>119.05 257.8</b> (Rwys 16L-34R) <b>118.3 257.8</b> (Rwys 14-32, 17-35) <b>132.65 336.4</b> (Rwy 16R-34L) |   | GND CON<br><b>121.9 348.6</b> (Rwys 14-32, 17-35) <b>133.65 348.6</b> (Rwys 16L-34L, 16R-34L) |

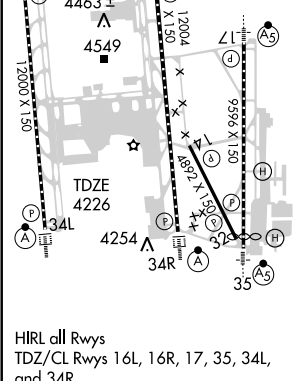
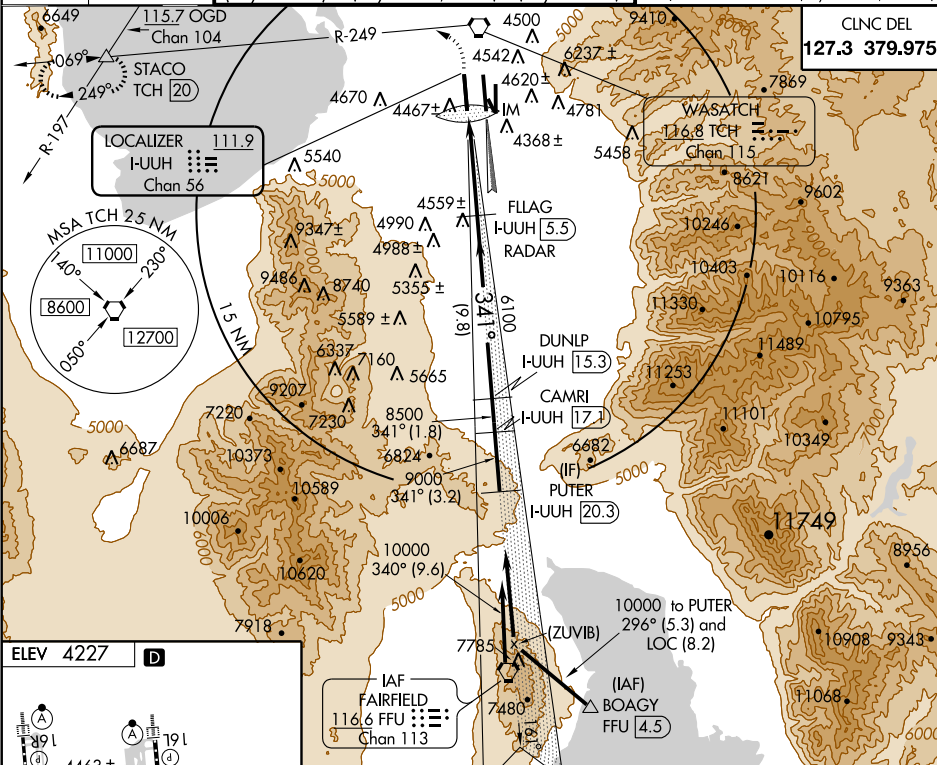


Diagram illustrating the Category III ILS approach for Runway 24R at TCH R-249. The diagram shows the glidepath, altitudes, and distances for the approach.

**Altitudes and Distances:**

- 4226 MSL (1051' AGL)
- 4326' (IM)
- 6100' (RADAR)
- 8500' (DUNLP)
- 9000' (CAMRI)
- 9000' (TCH 55°)
- 10000' (Procedure Turn NA)

**Distances:**

- 862' (5.5 NM)
- 9.8 NM
- 1.8 NM
- 3.2 NM

**Diagram Labels:**

- 4800
- 9000
- TCH R-249
- STACO
- VGSI and ILS glidepath not coincident.
- PUTER I-UUH (20.3)
- CAMRI I-UUH (17.1)
- DUNLP I-UUH (15.3)
- FLAG I-UUH (5.5)
- IM
- 4226 MSL
- 4326
- 6100
- 6100
- 8500
- 9000
- 341°
- 10000
- Procedure Turn NA
- GS 3.00°
- TCH 55°

| CATEGORY  | A | B        | C      | D |
|-----------|---|----------|--------|---|
| S-ILS 34L |   | CAT IIIa | RVR 07 |   |
| S-ILS 34L |   | CAT IIIb | RVR 03 |   |
| S-ILS 34L |   | CAT IIIc | NA     |   |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

|   |                        |   |  |
|---|------------------------|---|--|
| LOC/DME I-SLC<br><b>109.5</b><br>Chan <b>32</b> | APP CRS<br><b>341°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>4227</b> | <b>12004</b><br><b>4222</b><br><b>4227</b> |
|---|------------------------|---|--|

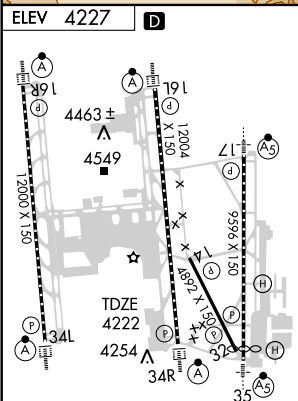
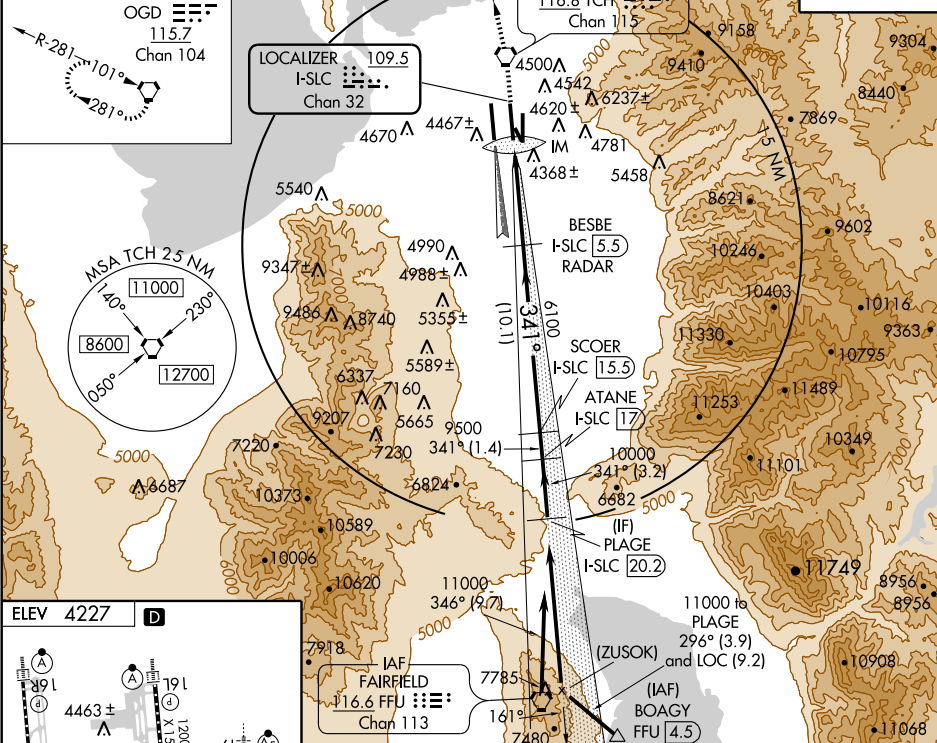
# ILS RWY 34R (CAT II)

## SALT LAKE CITY INTL (SLC)

|          |  |             |  |
|----------|--|-------------|--|
| <b>V</b> | Simultaneous approach authorized with Rwy 34L.<br>DME or RADAR required. | ALSIF-2<br> | MISSED APPROACH: Climb to 9000 direct TCH VORTAC<br>then via TCH R-331 to OGD VORTAC and hold. |
|          |  |             |  |

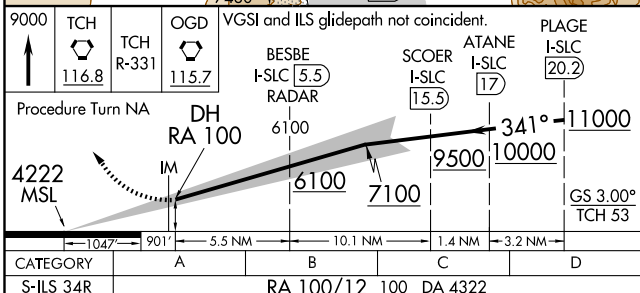
| ATIS                            | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER                        |  |   | GND CON  |   |
|---------------------------------|---------------------------|---|--|---|--|---|
| <b>124.75</b><br><b>125.625</b> | <b>124.3</b> <b>322.3</b> | <b>119.05</b> <b>257.8</b><br>(Rwy 16L-34R) | <b>118.3</b> <b>257.8</b><br>(Rwys 14-32, 17-35) | <b>132.65</b> <b>336.4</b><br>(Rwy 16R-34L) | <b>121.9</b> <b>348.6</b><br>(Rwys 14-32, 17-35) | <b>133.65</b> <b>348.6</b><br>(Rwys 16L-34R, 16R-34L) |

|                    |                                   |                                     |                                  |   |
|--------------------|-----------------------------------|-------------------------------------|----------------------------------|---|
| MISSED APCH<br>FIX | OGDEN<br>OGD<br>115.7<br>Chan 104 | LOCALIZER 109.5<br>I-SLC<br>Chan 32 | WASATCH<br>116.8 TCH<br>Chan 115 | CLNC DEL<br><b>127.3</b> <b>379.975</b> |
|--------------------|-----------------------------------|-------------------------------------|----------------------------------|---|



HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 35,  
34L, and 34R

SALT LAKE CITY, UTAH  
Amdt 2A 10098



### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SALT LAKE CITY INTL (SLC)  
ILS RWY 34R (CAT II)

40°47'N-111°59'W



|                                 |                        |                             |  |
|---------------------------------|------------------------|-----------------------------|--|
| LOC/DME I-SLC<br>Chan <b>32</b> | APP CRS<br><b>341°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>12004</b><br><b>4222</b><br><b>4227</b> |
|---------------------------------|------------------------|-----------------------------|--|

# ILS RWY 34R (CAT III)

## SALT LAKE CITY INTL (SLC)



Simultaneous approach authorized with Rwy 34L.  
DME or RADAR required.

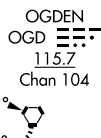
ALSF-2



MISSED APPROACH: Climb to 9000 direct TCH VORTAC  
then via TCH R-331 to OGD VORTAC and hold.

| ATIS                            | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER                        |  |   | GND CON  |   |
|---------------------------------|---------------------------|---|--|---|--|---|
| <b>124.75</b><br><b>125.625</b> | <b>124.3</b> <b>322.3</b> | <b>119.05</b> <b>257.8</b><br>(Rwy 16L-34R) | <b>118.3</b> <b>257.8</b><br>(Rwys 14-32, 17-35) | <b>132.65</b> <b>336.4</b><br>(Rwy 16R-34L) | <b>121.9</b> <b>348.6</b><br>(Rwys 14-32, 17-35) | <b>133.65</b> <b>348.6</b><br>(Rwys 16L-34R, 16R-34L) |

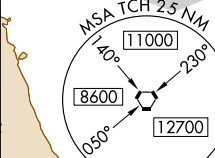
MISSED APCH  
FIX



LOCALIZER  
I-SLC  
Chan 32

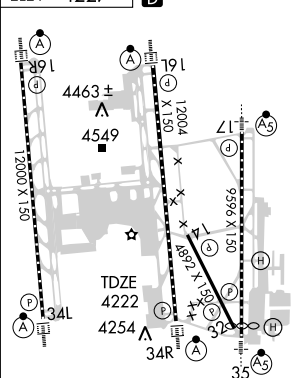
WASATCH  
116.8 TCH  
Chan 113

CLNC DEL  
**127.3** **379.975**

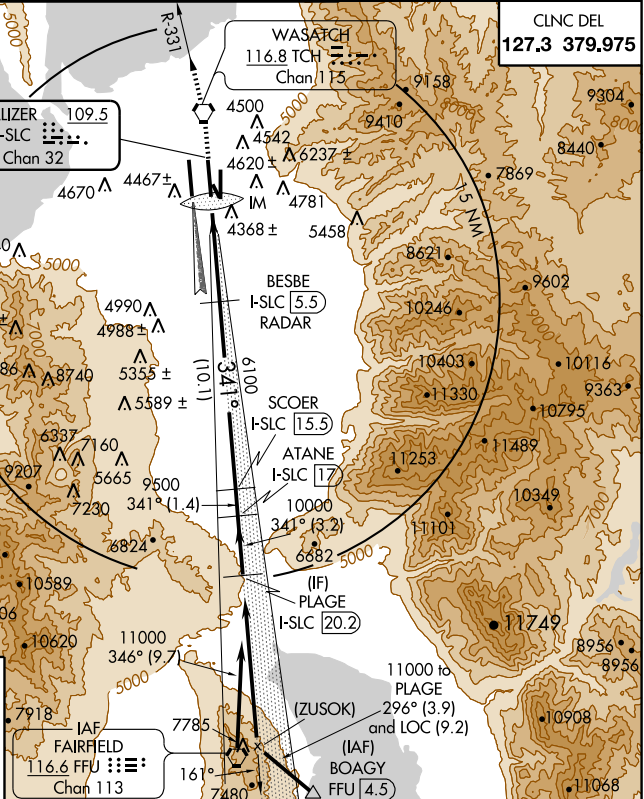


ELEV 4227

D



HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 35,  
34L, and 34R



|   |                             |                     |                   |  |        |        |                         |  |
|---|-----------------------------|---------------------|-------------------|--|--------|--------|-------------------------|--|
| 9000<br>↑   | TCH<br>116.8                | TCH<br>R-331        | OGD<br>115.7      | VGSI and ILS glidepath not coincident. |        |        |                         |  |
|   | BESBE<br>I-SLC 5.5<br>RADAR | SCOER<br>I-SLC 15.5 | ATANE<br>I-SLC 17 | PLAGE<br>I-SLC 20.2                    |        |        |                         |  |
| 4222<br>MSL   | GS 3.00°<br>TCH 53          | IM<br>4319          | 6100              | 6100                                   | 7100   | 9500   | 341°<br>11000           |  |
| 1047'   |                             | 841'                | 5.5 NM            | 10.1 NM                                | 1.4 NM | 3.2 NM | Procedure<br>Turn<br>NA |  |
| CATEGORY  | A                           |                     | B                 |  | C      |        | D                       |  |
| S-ILS 34R   |                             |                     | CAT IIIa          |  | RVR 07 |        |                         |  |
| S-ILS 34R   |                             |                     | CAT IIIb          |  | RVR 03 |        |                         |  |
| S-ILS 34R   |                             |                     | CAT IIIc          |  | NA     |        |                         |  |
| CATEGORY III ILS - SPECIAL AIRCREW<br>& AIRCRAFT CERTIFICATION REQUIRED |                             |                     |                   |  |        |        |                         |  |

## JAMMN FOUR ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAHSALT LAKE CITY APP CON  
128.1 307.05  
ATIS 124.75 125.625

OGDEN  
115.7 OGD  
Chan 104  
N41°13.45' - W112°05.90'

After CHHIP INT, fly heading 340° for  
vectors ILS/DME or VISUAL RWY 16R approach.

WASATCH  
116.8 TCH  
Chan 115

CHHIP  
N40°37.16'  
W112°03.70'

SPIEK  
N40°28.75'  
W112°06.58'

FAIRFIELD  
116.6 FFU  
Chan 113  
N40°16.49' - W111°56.43'

JAMMN  
N40°02.61'  
W112°15.48'

LAZLO  
N39°48.14'  
W112°20.33'

DELTA  
116.1 DTA  
Chan 108  
N39°18.14' - W112°30.33'

BEVRR  
N38°50.49'  
W112°45.35'

SLINA  
N38°48.26'  
W112°26.54'

MILFORD  
112.1 MLF  
Chan 58  
N38°21.62' - W113°00.79'  
L-9, H-3

BRYCE CANYON  
112.8 BCE  
Chan 75  
N37°41.35' - W112°18.23'  
L-9, H-3

NOTE: DME required.  
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## JAMMN FOUR ARRIVAL

ARRIVAL DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN4): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....

MILFORD TRANSITION (MLF.JAMMN4): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....

....From over JAMMN INT via TCH R-179 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors to ILS/DME or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS:

In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 11,000 until OGD VORTAC.

SW-4, 23 SEP 2010 to 21 OCT 2010

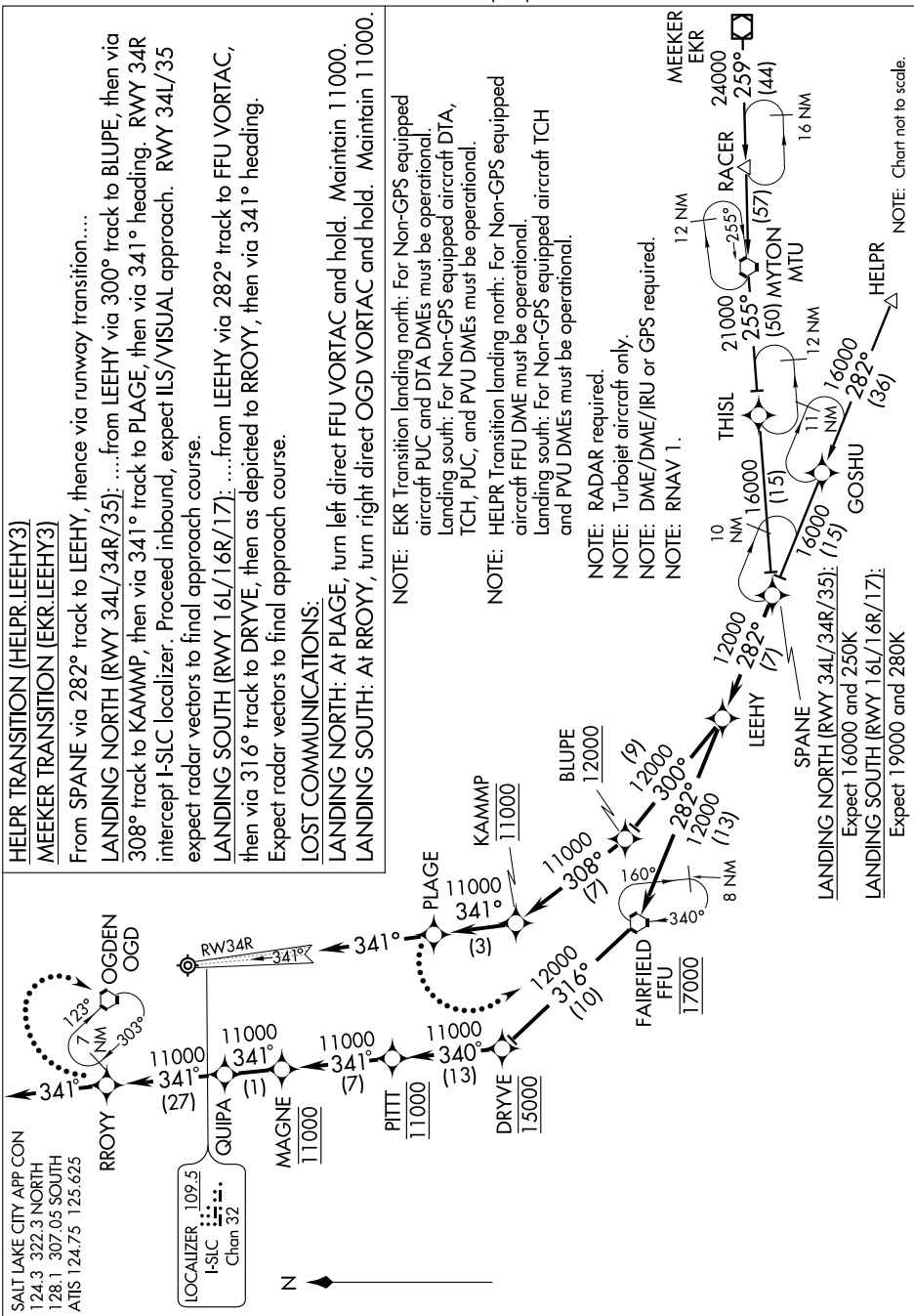
SW-4, 23 SEP 2010 to 21 OCT 2010

## LEEHY THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH

SW-4, 23 SEP 2010 to 21 OCT 2010



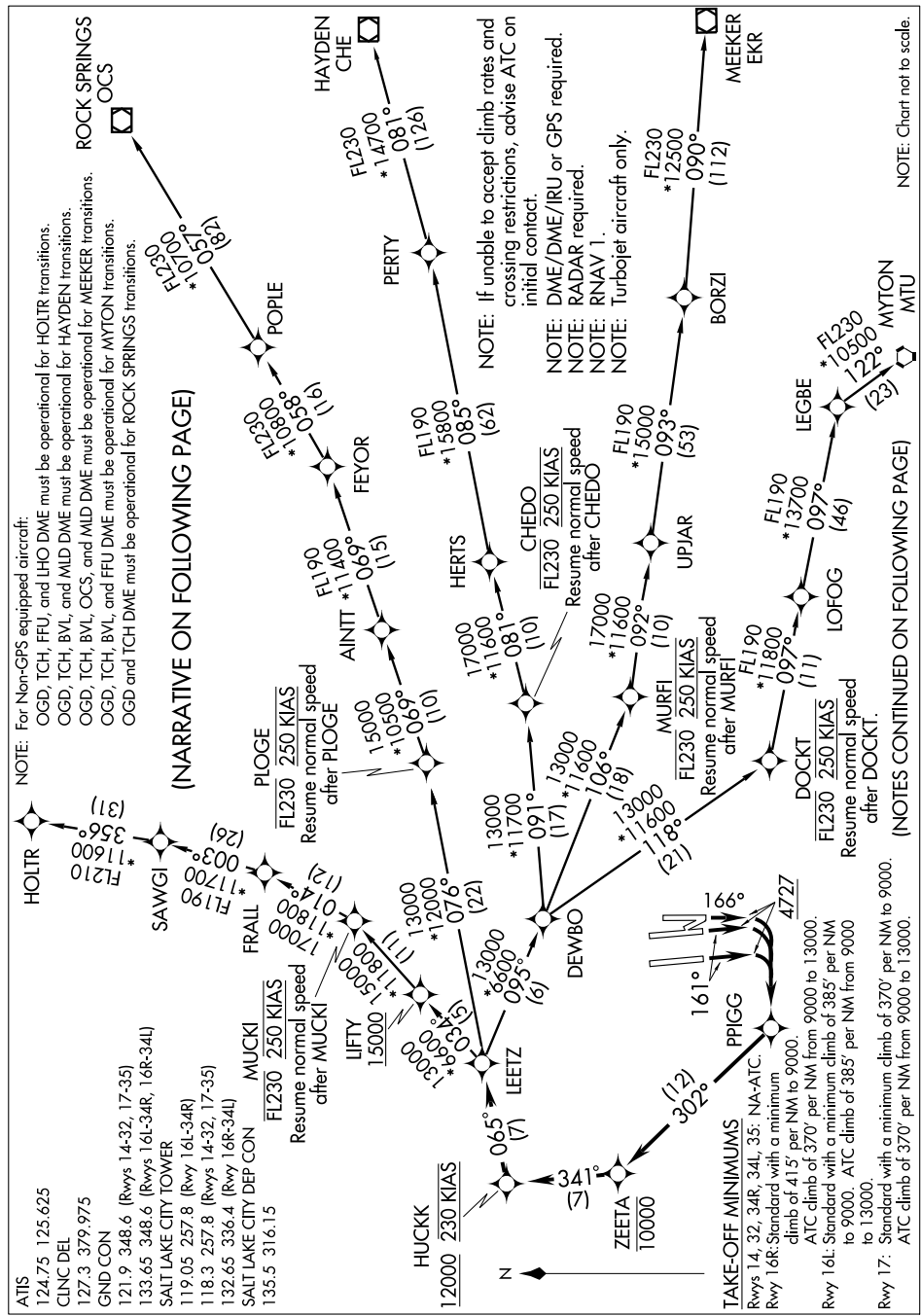
SW-4, 23 SEP 2010 to 21 OCT 2010

## LEEHY THREE ARRIVAL (RNAV)

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

LEETZ TWO DEPARTURE (RNAV)

SW-4, 23 SEP 2010 to 21 OCT 2010



LEETZ TWO DEPARTURE (RNAV)

SW-4, 23 SEP 2010 to 21 OCT 2010

## LEETZ TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....

TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....

....via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (LEETZ2.CHE)

HOLTR TRANSITION (LEETZ2.HOLTR)

MEEKER TRANSITION (LEETZ2.EKR)

MYTON TRANSITION (LEETZ2.MTU)

ROCK SPRINGS TRANSITION (LEETZ2.OCS)

## TAKE-OFF NOTES CONT.

TAKE-OFF OBSTACLES

Rwy 16L, 16R, and 17: Multiple light poles beginning 988' from DER, 689' right of centerline, up to 34' AGL/4254' MSL.

Rwy 17: Vehicle on road 434' from DER, 518' right of centerline, 17' AGL/4237' MSL.

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## NORDK THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAHSALT LAKE CITY APP CON  
124.9 290.3  
ATIS  
124.75 125.625DUBOIS  
DBSJACKSON  
JACNOTE: DDY and OCS Transitions:  
For non-GPS equipped aircraft  
BPI DME must be operational.NOTE: JAC TRANSITION:  
Landing South: For non-GPS equipped aircraft  
MLD and LHO DMEs must be operational.  
Landing North: For non-GPS equipped aircraft  
MLD, BVL and LHO DMEs must be operational.NOTE: DBS TRANSITION:  
Landing South: For non-GPS equipped aircraft  
BVL, PIH, MLD and LHO DMEs must be operational.  
Landing North: For non-GPS equipped aircraft  
BPI, MLD, LHO and BVL DMEs must be operational.NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: Turbojet aircraft only.  
NOTE: DME/DME/IRU or GPS required.MUDDY MOUNTAIN  
DDYROCK SPRINGS  
OCSCARTR  
Landing North  
(Rwy 34L/34R/35)  
Expect 19000 and  
280 KTS.  
Landing South  
(Rwy 16L/16R/17)  
Expect 15000 and  
250 KTS.BRIGHAM CITY  
LHO

CICAK

21000  
262°  
(63)

KAADE

24000  
262°  
(65)

NORDK

WEBER  
12000SETTT  
15000DYANN  
11000ANNTY  
11000FAIRFIELD  
FFU

CEEDR

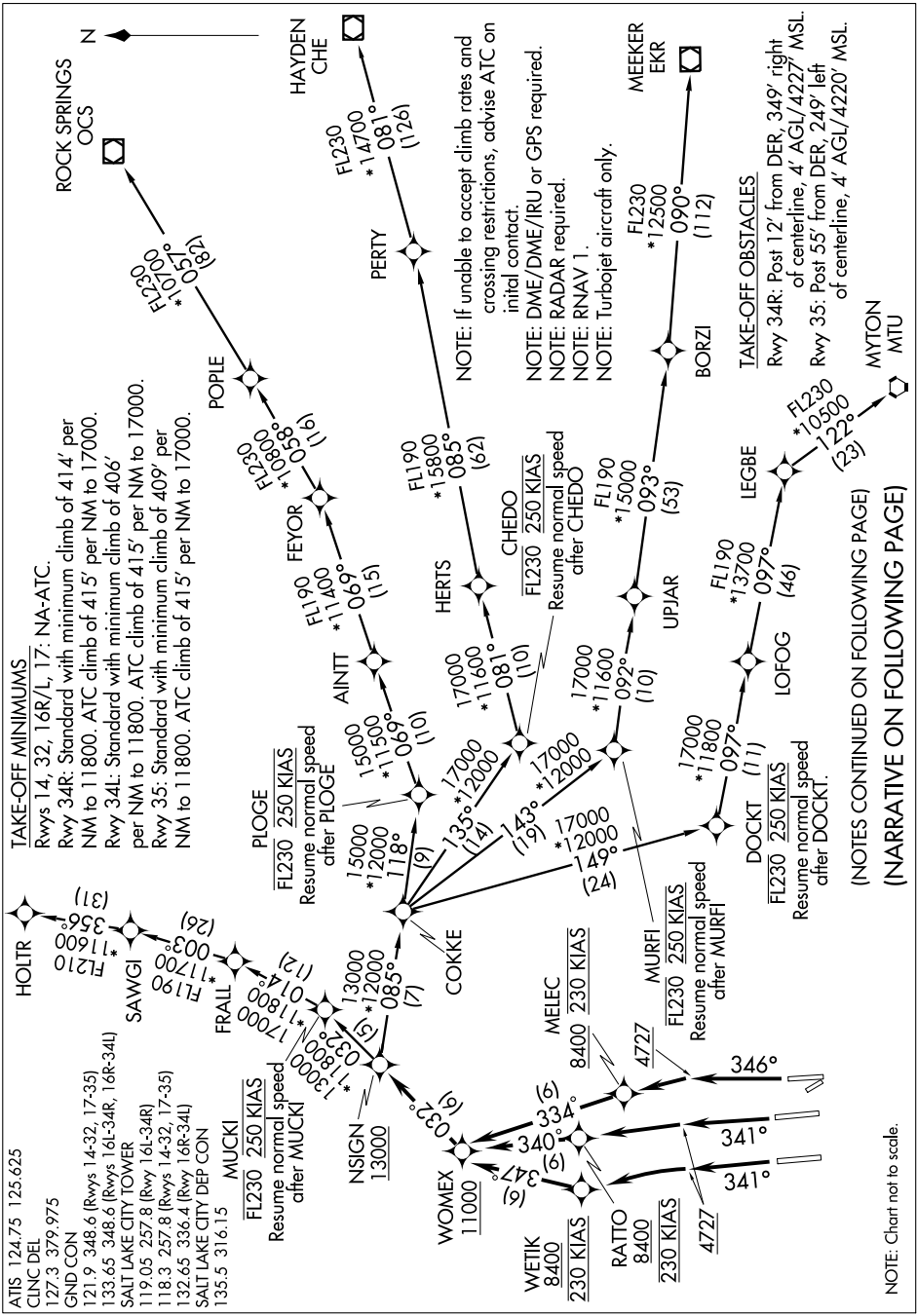
DUBOIS TRANSITION (DBS.NORDK3)JACKSON TRANSITION (JAC.NORDK3)MUDDY MOUNTAIN TRANSITION (DDY.NORDK3)ROCK SPRINGS TRANSITION (OCS.NORDK3)From LHO VOR/DME via 173° track to CARTR WP,  
thence via 173° track to NORDK WP, thence. . .LANDING SOUTH (RWY 16L/16R/17): . . . From  
NORDK WP via 161° track to WEBER WP, thence via  
161° heading. RWY 16L intercept I-MOY localizer.  
Proceed inbound, expect ILS/Visual approach.  
RWY 16R/17 expect radar vectors to final approach course.LANDING NORTH (RWY 34L/34R/35): . . . From  
NORDK WP via 175° track to SETTT WP, thence as  
depicted to CEEDR WP, thence via 161° heading.  
Expect radar vectors to final approach course.LOST COMMUNICATIONSLANDING SOUTH: At WEBER WP, turn right direct  
to OGD VORTAC and hold, maintain 12000.LANDING NORTH: At CEEDR WP, turn left direct  
to FFU VORTAC and hold, maintain 11000.LOCALIZER . . 109.5  
I-MOY  
Chan 32

NOTE: Chart not to scale.

## NORDK THREE ARRIVAL (RNAV)

NSIGN ONE DEPARTURE (RNAV)

SW-4, 23 SEP 2010 to 21 OCT 2010



SW-4, 23 SEP 2010 to 21 OCT 2010

NSIGN ONE DEPARTURE (RNAV)

NOTE: Chart not to scale.





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct RATT0, then via depicted route to NSIGN, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then direct WETIK then via depicted route to NSIGN, thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MELEC, then via depicted route to NSIGN, thence. . . .

. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (NSIGN1.CHE)

HOLTR TRANSITION (NSIGN1.HOLTR)

MEEKER TRANSITION (NSIGN1.EKR)

MYTON TRANSITION (NSIGN1.MTU)

ROCK SPRINGS TRANSITION (NSIGN1.OCS)

## Procedural Notes Cont.

NOTE: For Non-GPS equipped aircraft:

OGD, TCH, FFU, and LHO DMEs must be operational for HOLTR transitions.

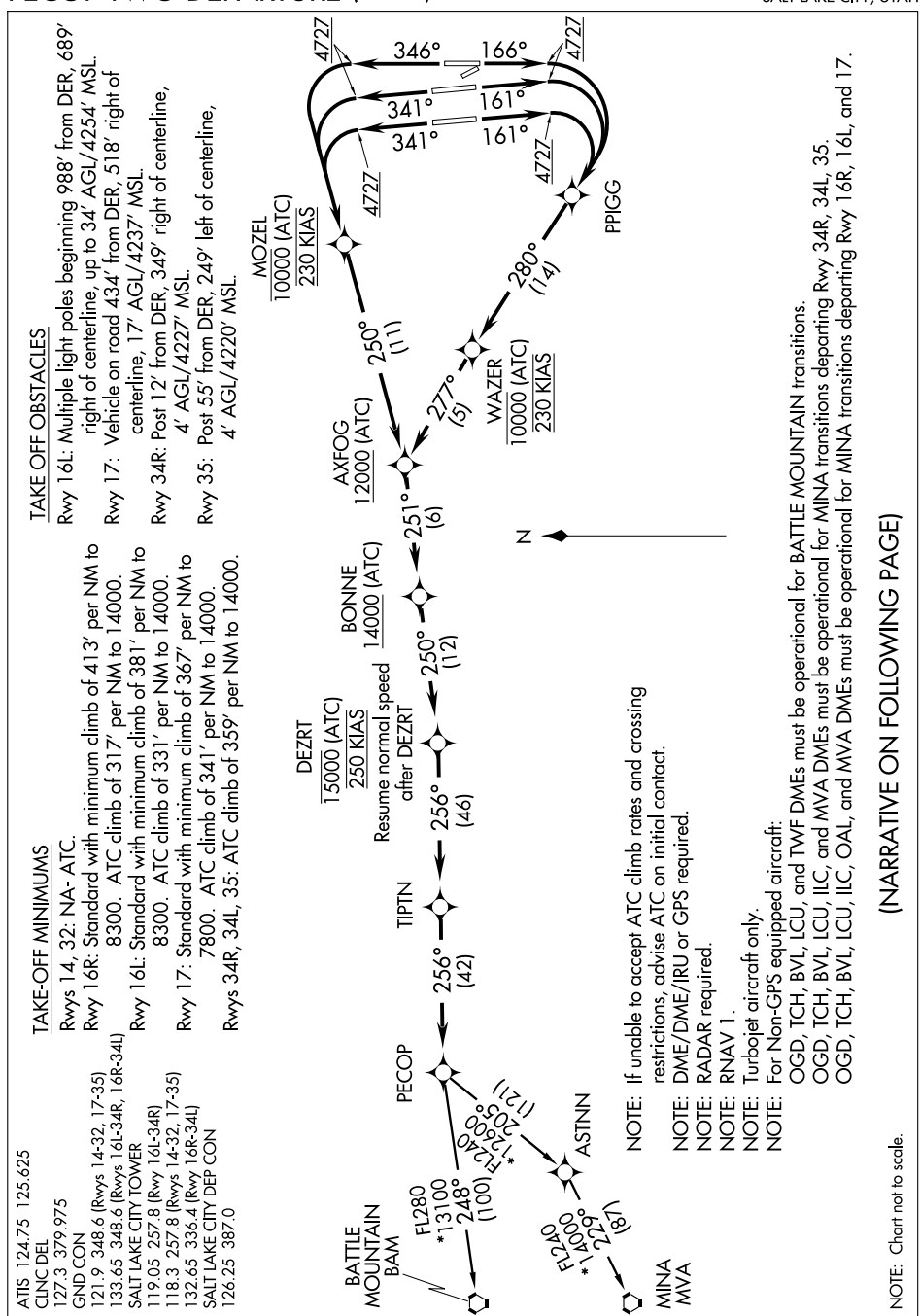
OGD, TCH, BVL, and MLD DMEs must be operational for HAYDEN transitions.

OGD, TCH, BVL, OCS, and MLD DMEs must be operational for MEEKER transitions.

OGD, TCH, and MLD DMEs must be operational for MYTON transitions.

OGD and TCH DMEs must be operational for ROCK SPRINGS transitions.

## PECOP TWO DEPARTURE (RNAV)



## PECOP TWO DEPARTURE (RNAV)

## PECOP TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....

TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....

TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....

TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....

....via (transition) maintain 15000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BATTLE MOUNTAIN TRANSITION (PECOP2.BAM)

MINA TRANSITION (PECOP2.MVA)

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## QWENN THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAHBRYCE CANYON TRANSITION (BCE.QWENN3)MILFORD TRANSITION (MLF.QWENN3)

LANDING NORTH (RWY 34R/34L/35): From QWENN WP via 358° track to FFU VORTAC, then as depicted to PLAGE WP, then via 341° heading. RWY 34R intercept I-SLC localizer. Proceed inbound, expect ILS/Visual approach. RWY 34L/35 expect radar vectors to final approach course.

LOST COMMUNICATIONS

At PLAGE WP, turn left direct to FFU VORTAC and hold. Maintain 11000.

NOTE: BRYCE CANYON TRANSITION:

For non-GPS equipped aircraft FFU and PVU DMEs must be operational.

NOTE: MILFORD TRANSITION:

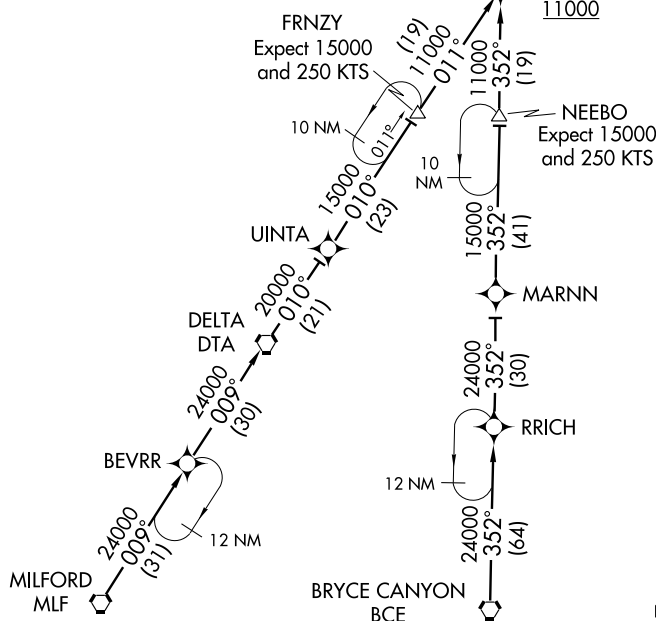
For non-GPS equipped aircraft BVL and PVU DMEs must be operational.

NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

SALT LAKE CITY APP CON  
124.3 322.3  
ATIS 124.75 125.625LOCALIZER 109.5  
I-SLC  
Chan 32

PLAGE

KAMMP  
11000FAIRFIELD  
FFUQWENN  
11000NEEBO  
Expect 15000  
and 250 KTS

MARNN

RICH

BRYCE CANYON  
BCE

NOTE: Chart not to scale.

## QWENN THREE ARRIVAL (RNAV)

(QWENN.QWENN3) 09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

APP CRS  
**161°**

Rwy Idg **12004**  
TDZE **4227**  
Apt Elev **4227**

# RNAV (GPS) RWY 16L

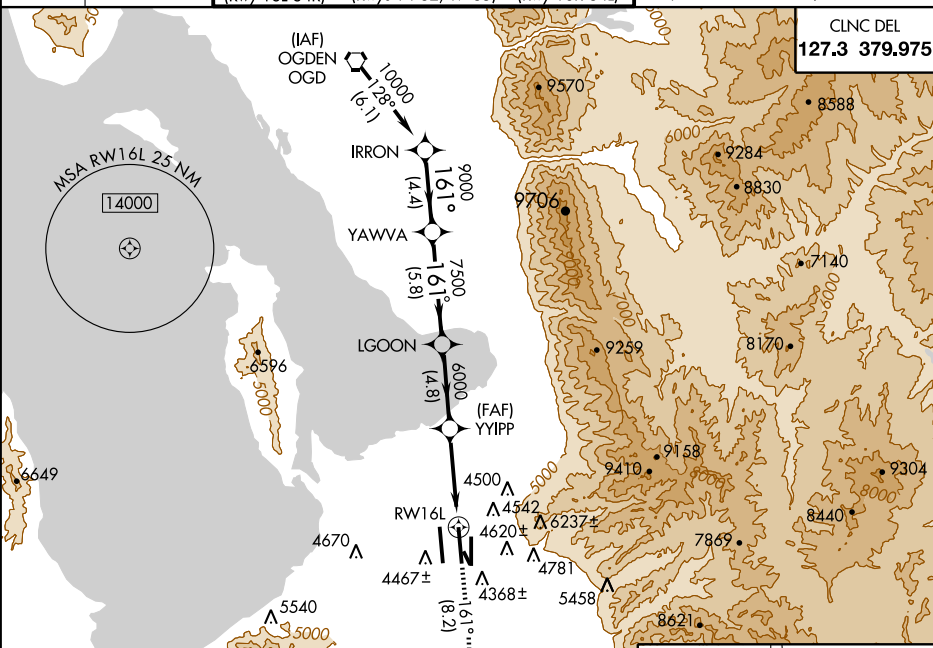
SALT LAKE CITY INTL (SLC)

**NA** For inoperative ALSF, increase LNAV Cat E visibility to 2.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

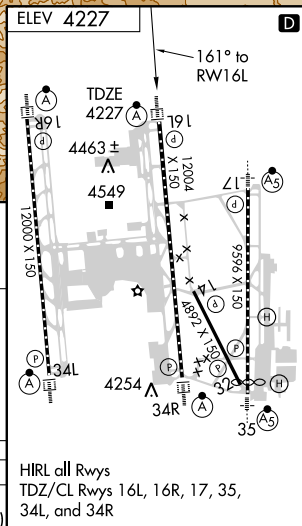
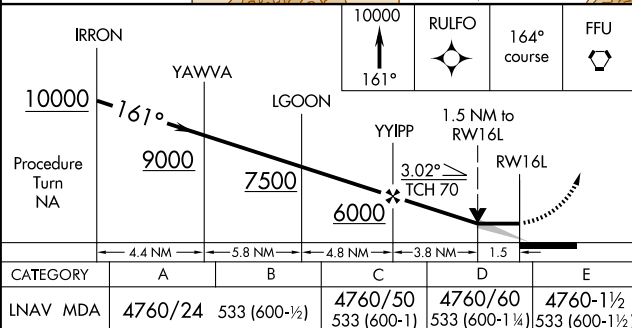
ALSF-2

MISSED APPROACH: Climb to 10000 via 161° course to RULFO WP then via 164° course to FFU VORTAC and hold.

| ATIS           | SALT LAKE CITY<br>APP CON | SALT LAKE CITY TOWER |                         |               | GND CON      |               |
|----------------|---------------------------|----------------------|-------------------------|---------------|--------------|---------------|
| <b>124.75</b>  |                           | <b>119.05</b>        | <b>257.8</b>            | <b>118.3</b>  | <b>257.8</b> | <b>132.65</b> |
| <b>125.625</b> | <b>124.3 322.3</b>        | (Rwy 16L-34R)        | (Rwys 14-32, 17-35)     | (Rwy 16R-34L) |              |               |
|                |                           | <b>121.9</b>         | <b>348.6</b>            | <b>133.65</b> | <b>348.6</b> |               |
|                |                           | (Rwys 14-32, 17-35)  | (Rwys 16L-34R, 16R-34L) |               |              |               |



MISSED APCH FIX  
FAIRFIELD  
FFU  
160°  
340°  
7 NM

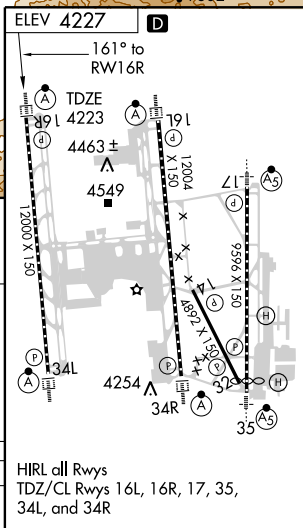
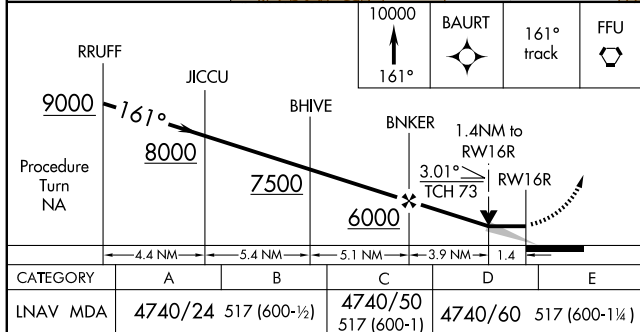
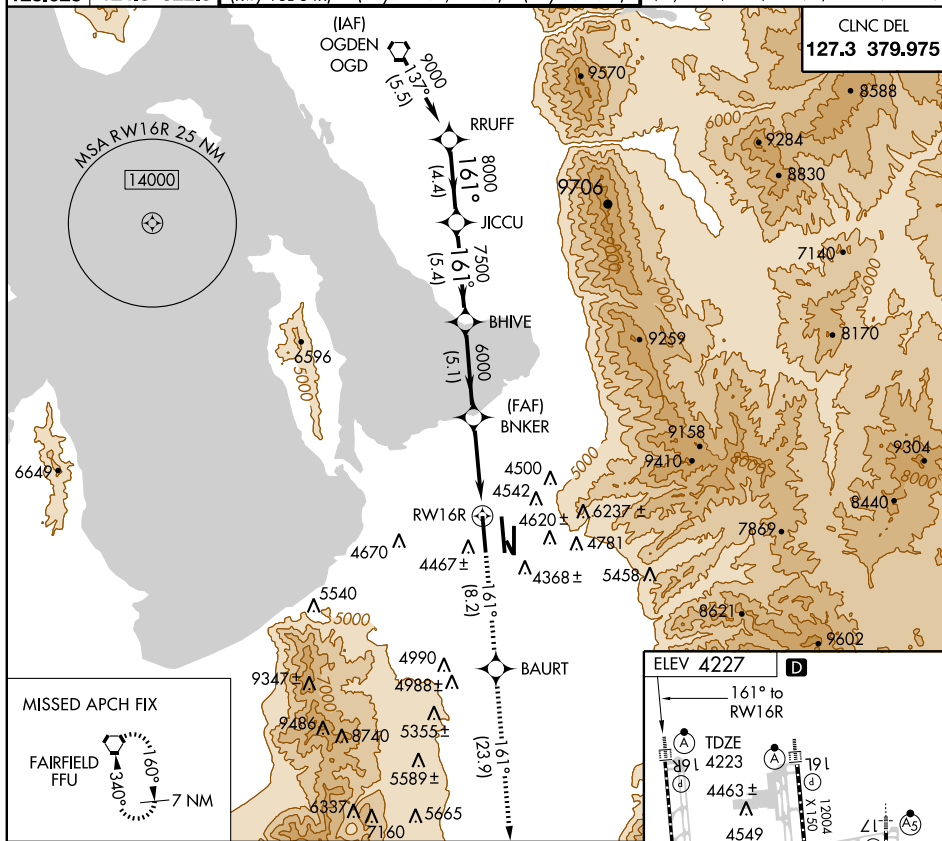


|                        |   |                             |
|------------------------|---|-----------------------------|
| APP CRS<br><b>161°</b> | Rwy Idg<br>TDZE<br><b>4223</b><br>Apt Elev<br><b>4227</b> | <b>12000</b><br><b>4227</b> |
|------------------------|---|-----------------------------|

# RNAV (GPS) RWY 16R

## SALT LAKE CITY INTL (SLC)


|   |   |  |  |  |  |
|---|---|--|--|--|--|
| <div><div><div>▼</div><div>▲ NA</div></div></div> | GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.<br>For inoperative ALSF increase LNAV Cat E<br>visibility to 1¾. |  | <div><div>ALSF-2</div><div><div><div>Ⓐ</div><div><div></div><div></div><div></div></div></div></div></div> | MISSED APPROACH: Climb to 10000<br>via 161° course to BAURT WP then<br>161° course to FFU VORTAC and hold. |  |
| ATIS<br>124.75<br>125.625                         | SALT LAKE CITY<br>APP CON<br>124.3 322.3  | SALT LAKE CITY TOWER<br>119.05 257.8 118.3 257.8 132.65 336.4<br>(Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L) |  | GND CON<br>121.9 348.6 133.65 348.6<br>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L)                         |  |
|   |   |  |  |  |  |



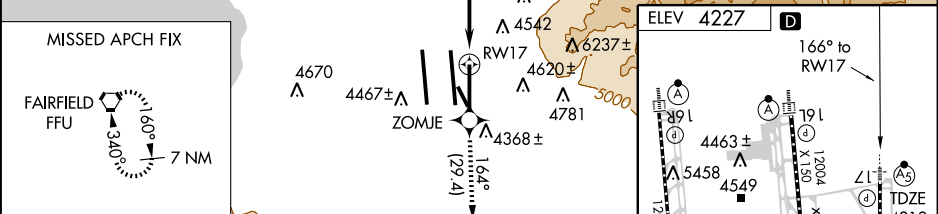
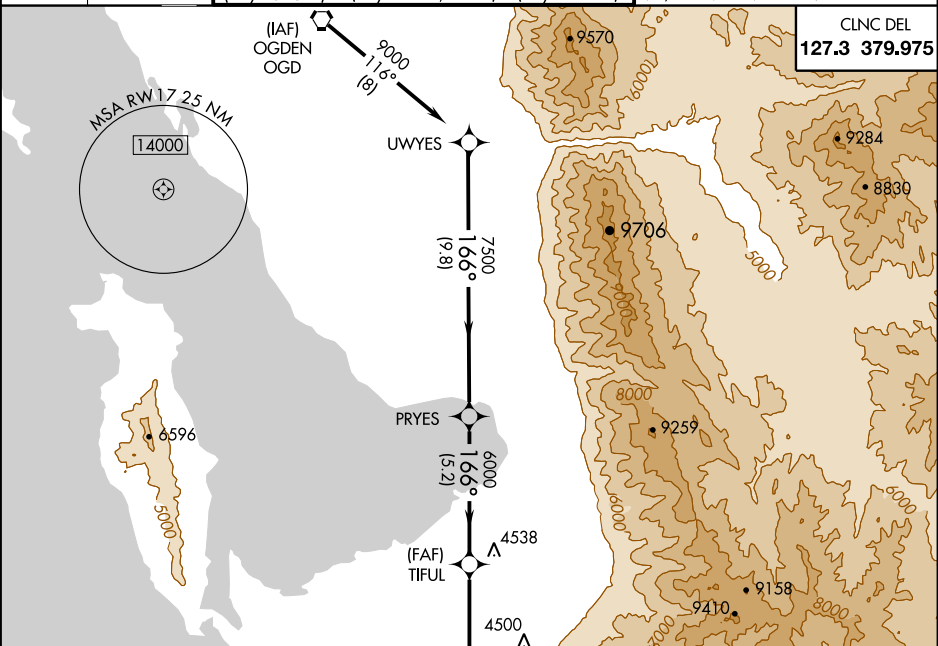
|                        |                                |                                    |
|------------------------|--------------------------------|------------------------------------|
| APP CRS<br><b>166°</b> | Rwy Idg<br>TDZE<br><b>4219</b> | Rwy Idg<br>Apt Elev<br><b>4227</b> |
|------------------------|--------------------------------|------------------------------------|

# RNAV (GPS) RWY 17

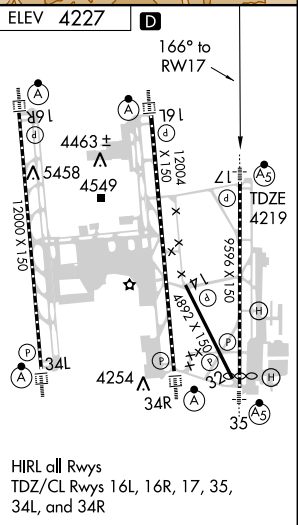
SALT LAKE CITY INTL (SLC)

|   |  |   |
|---|--|---|
| ▼ For inoperative MALSR increase LNAV Cat E to 2.<br>DME/DME RNP- 0.3 NA. | MALSR<br> | MISSED APPROACH: Climb to 10000 via 166° course to ZOMJE WP, then via 164° course to FFU VORTAC and hold. |
|   |  |   |

| ATIS           | SALT LAKE CITY     | SALT LAKE CITY TOWER |              |                     | GND CON      |                     |                         |
|----------------|--------------------|----------------------|--------------|---------------------|--------------|---------------------|-------------------------|
| <b>124.75</b>  | APP CON            | <b>119.05</b>        | <b>257.8</b> | <b>118.3</b>        | <b>257.8</b> | <b>132.65</b>       | <b>336.4</b>            |
| <b>125.625</b> | <b>124.3 322.3</b> | (Rwys 16L-34R)       |              | (Rwys 14-32, 17-35) |              | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |



| UWYES             | VGSI and descent angles not coincident. | 10000       | ZOMJE       | 164°         | FFU          |
|-------------------|---|-------------|-------------|--------------|--------------|
| 9000              |   | 166° crs    |             | 164° crs     |              |
| Procedure Turn NA |   |             |             |              |              |
| 9.8 NM            | 5.2 NM                                  | 3.7 NM      | 1.6         |              |              |
| CATEGORY          | A                                       | B           | C           | D            | E            |
| LNAV MDA          | 4800/24                                 | 581 (600-½) | 4800/50     | 4800/60      | 4800-1½      |
|                   |   |             | 581 (600-1) | 581 (600-1½) | 581 (600-1½) |



|                        |                             |  |
|------------------------|-----------------------------|--|
| APP CRS<br><b>341°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>12000</b><br><b>4226</b><br><b>4227</b> |
|------------------------|-----------------------------|--|

# RNAV (GPS) RWY 34L

SALT LAKE CITY INTL (SLC)



Baro-VNAV NA below -23°C (-9°F).



DME/DME RNP-0.3 NA.

For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

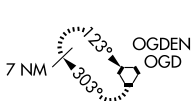
ALSIF-2



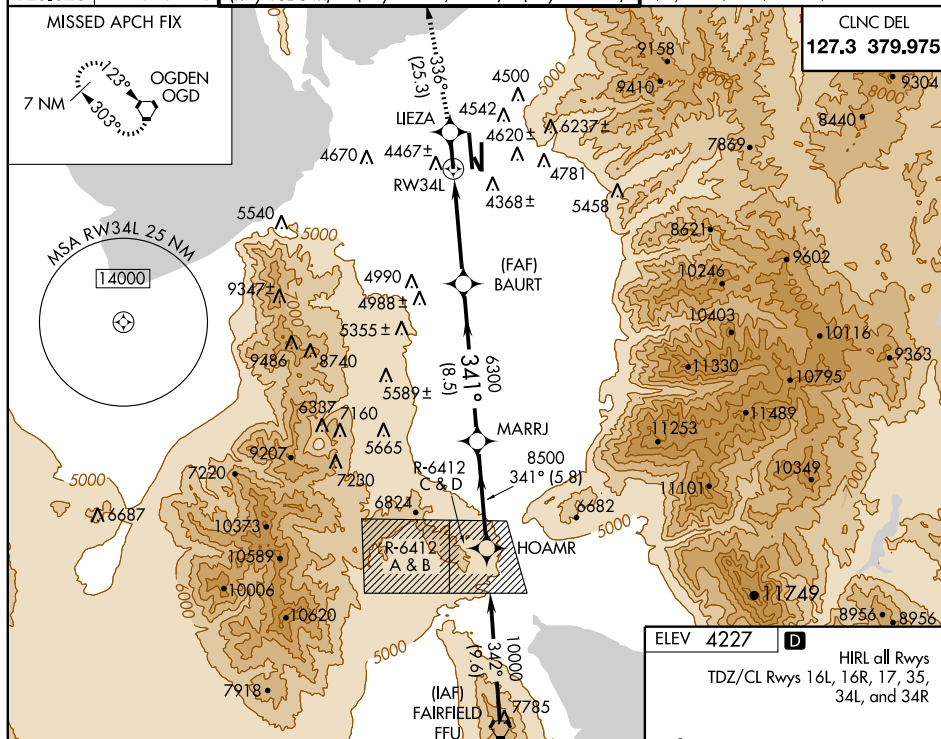
MISSED APPROACH: Climb to 9000 via 341° course to LIEZA WP then via 336° course to OGD VORTAC and hold.

| ATIS                            | SALT LAKE CITY            | SALT LAKE CITY TOWER   | GND CON  |
|---------------------------------|---------------------------|--|--|
| <b>124.75</b><br><b>125.625</b> | <b>124.3</b> <b>322.3</b> | <b>119.05</b> <b>257.8</b> (Rwys 16L-34R) <b>118.3</b> <b>257.8</b> (Rwys 14-32, 17-35) <b>132.65</b> <b>336.4</b> (Rwy 16R-34L) | <b>121.9</b> <b>348.6</b> (Rwys 14-32, 17-35) <b>133.65</b> <b>348.6</b> (Rwys 16L-34R, 16R-34L) |

MISSED APCH FIX



CLNC DEL

**127.3** **379.975**

9000



\*LNAV only

1.4

NM

to

RW34L

BAURT

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

MARRJ

10000

341°

8500

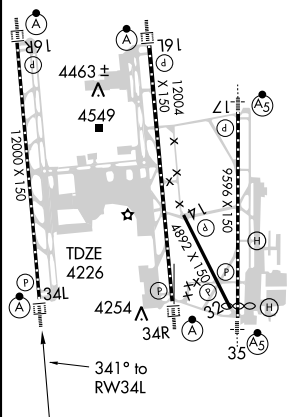
6300

GS 3.00°

TCH 65

| CATEGORY     | A                   | B                   | C                   | D                    | E                   |
|--------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| GLS PA DA    |                     |                     |                     |                      | NA                  |
| LNAV/VNAV DA |                     |                     |                     |                      | 4640/50 414 (500-1) |
| LNAV MDA     | 4720/24 494 (500-½) | 4720/40 494 (500-¾) | 4720/50 494 (500-1) | 4720/60 494 (500-1½) |                     |
| CIRCLING     |                     |                     |                     |                      | NA                  |

ELEV 4227

HIRL all Rwys  
TDZ/CL Rwys 16L, 16R, 17, 35,  
34L, and 34R



RNAV (GPS) RWY 34R  
SALT LAKE CITY INTL (SLC)

|                |                    |                      |                     |                     |                     |                        |  |
|----------------|--------------------|----------------------|---------------------|---------------------|---------------------|------------------------|--|
| ATIS           | SALT LAKE CITY     | SALT LAKE CITY TOWER |                     |                     | GND CON             |                        |  |
| <b>124.75</b>  | APP CON            | <b>119.05 257.8</b>  | <b>118.3 257.8</b>  | <b>132.65 336.4</b> | <b>121.9 348.6</b>  | <b>133.65 348.6</b>    |  |
| <b>125.625</b> | <b>124.3 322.3</b> | (Rwy 16L-34R)        | (Rwys 14-32, 17-35) | (Rwy 16R-34L)       | (Rwys 14-32, 17-35) | (Rwy 16L-34R, 16R-34L) |  |

**IAF ARM APPROACH MODE PRIOR TO THE IAF.**

**FAIRFIELD VORTAC**  
FAIRFIELD  
FFU

**IAF**

**ELEV 4227** **D**

**HIRL all Rwy**  
TDZ/CL Rwy 16L, 16R, 17, 35,  
34L, and 34R

ELEV 4227

HIRL all Rwy's

TDZ/CL Rwy's 16L, 16R, 17, 35, 34L, and 34R

4463 ±

4549

12000 X 150

9596 X 150

TDZE 4222

4254

341° to RW34R

341° to RW34R

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

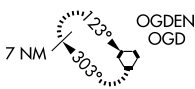
|                        |   |
|------------------------|---|
| APP CRS<br><b>343°</b> | Rwy Idg <b>9272</b><br>TDZE <b>4224</b><br>Apt Elev <b>4227</b> |
|------------------------|---|

# RNAV (GPS) RWY 35

## SALT LAKE CITY INTL (SLC)

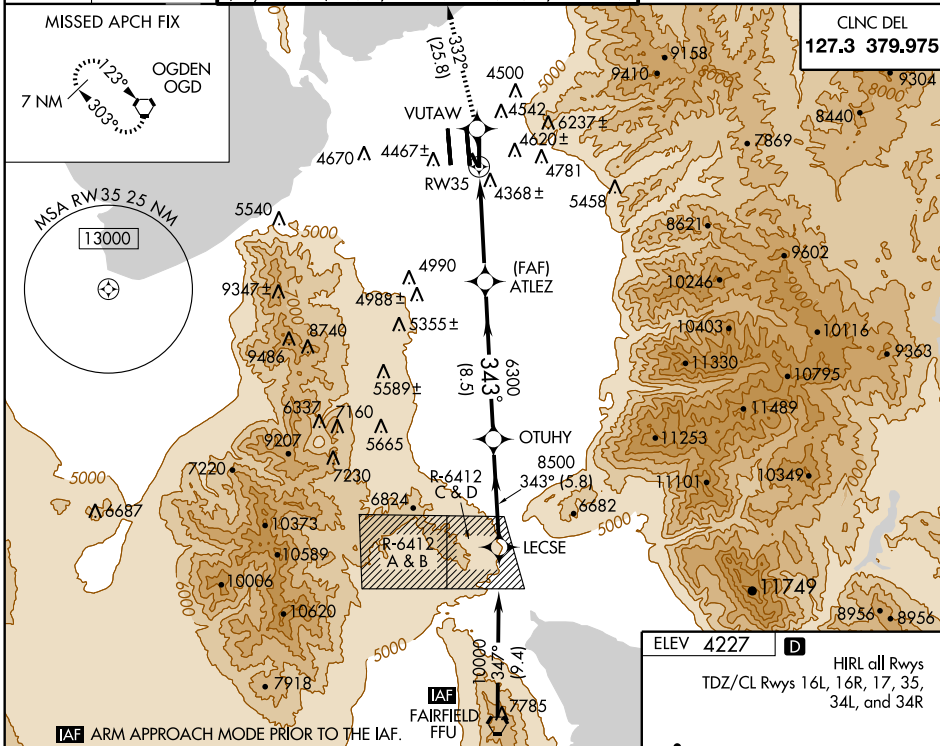
|   |   |  |  |  |  |  |  |
|---|---|--|--|--|--|--|--|
| <div><div><div></div><div></div></div><div>NA</div></div>                                 | Baro-VNAV NA below -23°C (-9°F).<br>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.<br>For inoperative MALSR, increase LNAV/VNAV Cat. E<br>visibility to 1½. Increase LNAV Cat. E visibility to 2. |  |  | <div><div><div></div><div></div></div><div>MALSR</div></div> | MISSED APPROACH: Climb to 9000 via<br>343° course to VUTAW WP then 332°<br>course to OGD VORTAC and hold.  |  |  |
| <div><div><div></div><div></div></div><div>ATIS</div></div> <div>124.75<br/>125.625</div> | <div><div><div></div><div></div></div><div>SALT LAKE CITY<br/>APP CON</div></div> <div>124.3 322.3</div>  | <div><div><div></div><div></div></div><div>SALT LAKE CITY TOWER</div></div> <div>119.05 257.8 118.3 257.8 132.65 336.4<br/>(Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L)</div> |  |  | <div><div><div></div><div></div></div><div>GND CON</div></div> <div>121.9 348.6 133.65 348.6<br/>(Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L)</div> |  |  |

MISSED APCH FIX



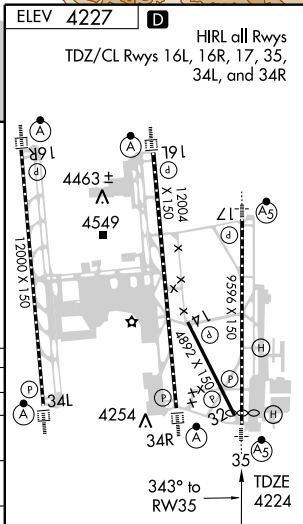
CLNC DEL

**127.3 379.975**



**IAF** ARM APPROACH MODE PRIOR TO THE IAF.

|                   |                     |                     |                      |                         |       |       |
|-------------------|---------------------|---------------------|----------------------|-------------------------|-------|-------|
| 9000<br>↑<br>343° | VUTAW<br>✧          | 332°<br>course      | OGD<br>⬡             | Procedure<br>Turn<br>NA | OTUHY | LECSE |
| *INAV only        |                     |                     |                      |                         |       |       |
| CATEGORY          | A                   | B                   | C                    | D                       | E     |       |
| GLS DA            | NA                  |                     |                      |                         |       |       |
| INAV/<br>VNAV     | 4680/50 456 (500-1) |                     |                      |                         |       |       |
| INAV MDA          | 4780/24 556 (600-½) | 4780/50 556 (600-1) | 4780/60 556 (600-1¼) | 4780-1½ 556 (600-1½)    |       |       |
| CIRCLING          | NA                  |                     |                      |                         |       |       |





## SALT LAKE TWO DEPARTURE

SALT LAKE CITY INTL (SLC)  
SALT LAKE CITY, UTAH

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14, 16L, 16R, 17: Climb heading 160° or as assigned, maintain 10000' or assigned lower altitude. Thence . . . .

TAKE-OFF RUNWAY 32, 34L, 34R, 35: Climb heading 340° or as assigned, maintain 10000' or assigned lower altitude. Thence . . . .

. . . . expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed heading 331° CW 109° expect radar vectors eastbound leaving 11000' due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off: Runways 14, 16L and 17: Assigned heading 160°, turn right, thence . . . .

Runway 16R: Assigned heading 160°, turn left, thence . . . .

. . . . climb to 11000' via TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern (hold south, right turns, 340° inbound) to cross FFU VORTAC at or above: R-351 CW R-110, 12500'; R-270 CW R-350, 11600'.

Runway 14, 16L, 16R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000'. Then, aircraft heading 280° CW 310°, execute a climbing right turn thence . . . . aircraft heading 311° CW 340° execute a climbing left turn, thence . . . .

. . . . proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400' and proceed on course.

Runway 32, 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb via TCH R-249 to 7500', then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern (hold south, left turn, 341° inbound) to cross TCH VORTAC at or above: R-070 CW R-150, 11400'; R-151 CW R-175, 8200'; R-176 CW R-239, 9900'; R-341 CW R-069, 10400'. Climb on course.

TAKE-OFF OBSTACLE NOTES

Rwy 14: Antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL.

Rwy 16L: Vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL.

Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL.

Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL.

Rwy 17: Vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.

Rwy 32: ATC tower 5266' from DER, 1767' left of centerline 335' AGL/4549' MSL.

Crane 5195' from DER, 1630' left of centerline, 240' AGL/4463' MSL.

Flag on obstacle light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL.

Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL.

Rwy 34R: Post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL.

Rwy 35: Post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

## SALT LAKE TWO DEPARTURE

(SLC2.TCH) 10042

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

SALT LAKE CITY, UTAH

SW-4. 23 SEP 2010 to 21 OCT 2010

ATIS 124.75 125.625  
CLNC DEL  
127.3 379.975  
SALT LAKE CITY DEP CO  
128.1 307.05

## TAKE-OFF MINIMUMS

Rwys 14, 16L/R and Rwy 17 NA - Operational.

Rw 32: 400-1 or standard with a minimum climb of

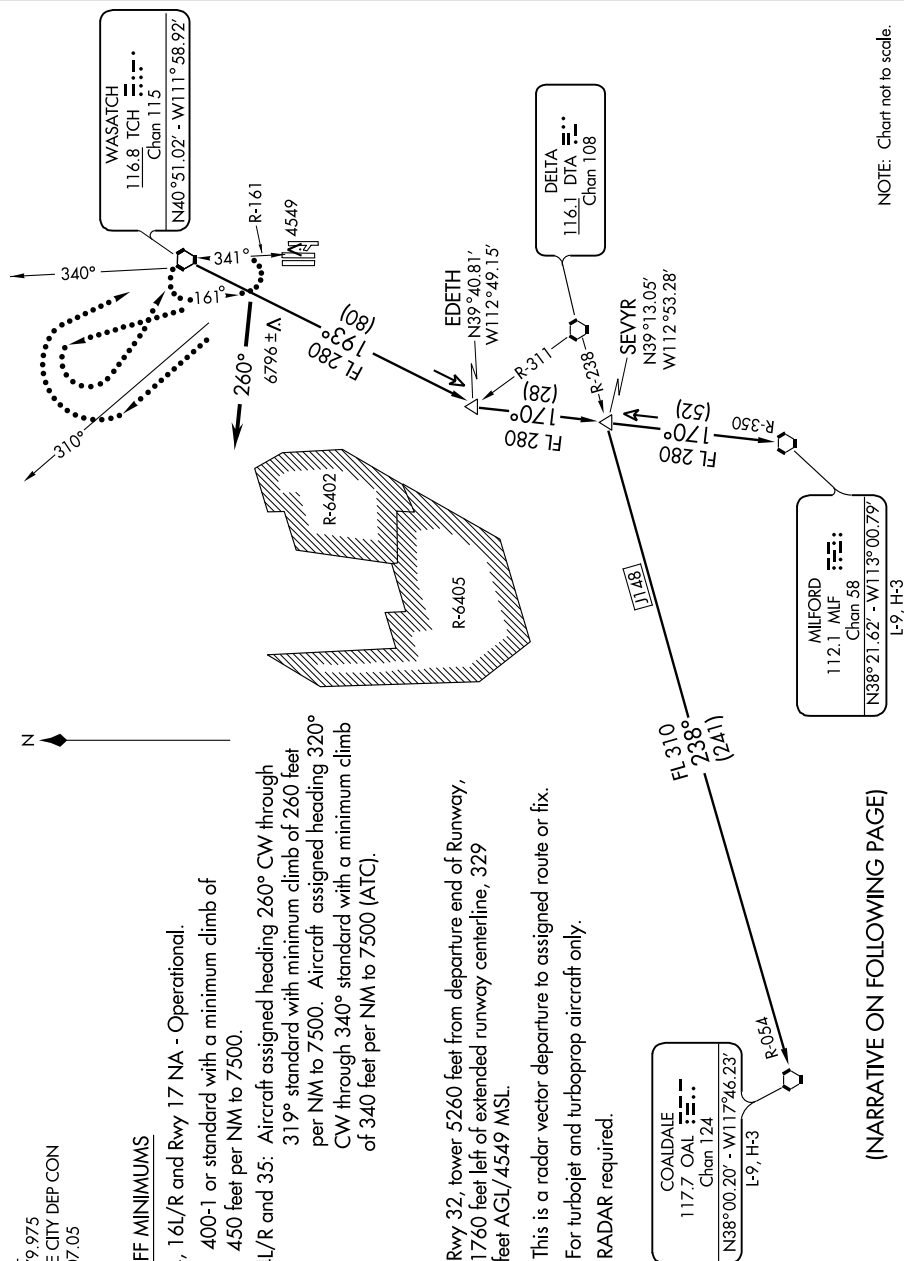
Rwys 34L/R and 35: Aircraft assigned heading 260° CW through 319° standard with minimum climb of 260 feet per NM to 7500. Aircraft assigned heading 320° CW through 340° standard with a minimum climb of 340 feet per NM to 7500 (ATC).

NOTE: Rwy 32, tower 5260 feet from departure end of Runway, 1760 feet left of extended runway centerline, 329 feet AGL/4549 MSL.

**NOTE:** This is a radar vector departure to assigned route or fix.

NOTE: For turbojet and turboprop aircraft only.

NOTE: RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

SEVYR ONE DEPARTURE  
(SEVYR1.SEVYR) 09351

09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)

## SEVYR ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 32, 34L/R, and 35: Fly heading 260° or as assigned for radar vectors to assigned route or fix. Maintain 10,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11,000. Then, aircraft assigned heading 310° CW through 340°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern (hold south, left turns, 341° inbound) to cross TCH VORTAC at or above 11,500. Proceed on course.

COALDALE TRANSITION (SEVYR1.OAL): From over TCH VORTAC via TCH R-193 and MLF R-350 to SEVYR INT, then via DTA R-238 and OAL R-054 to OAL VORTAC.

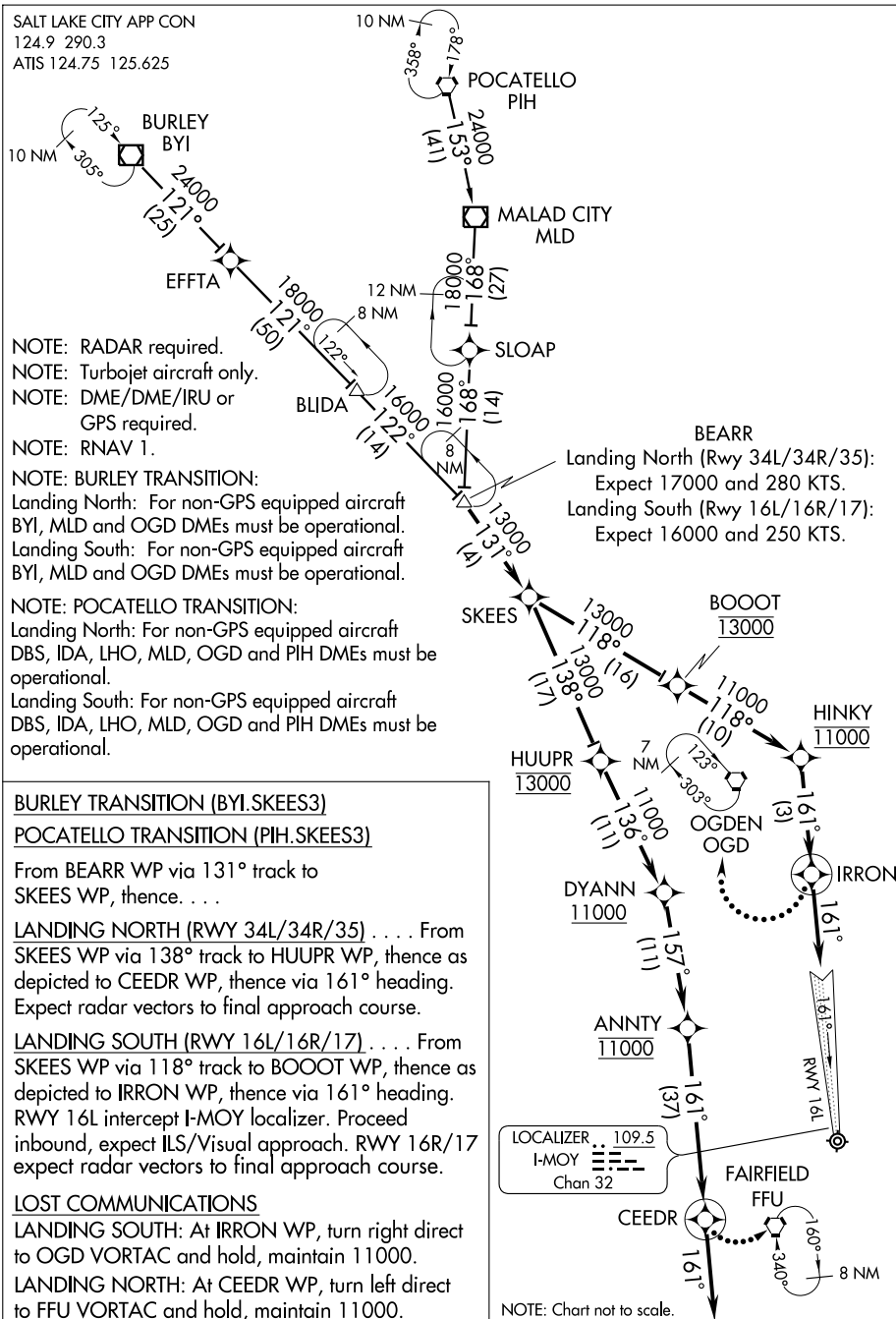
MILFORD TRANSITION (SEVYR1.MLF): From over TCH VORTAC via TCH R-193 and MLF R-350 to MLF VORTAC.

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## SKEES THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAHSALT LAKE CITY APP CON  
124.9 290.3  
ATIS 124.75 125.625

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## SKEES THREE ARRIVAL (RNAV)

(SKEES.SKEES3) 09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

# SPANE FIVE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH

**HELPR TRANSITION (HELPR.SPANE5):** From over HELPR INT via FFU R-100 to SPANE INT. Thence....

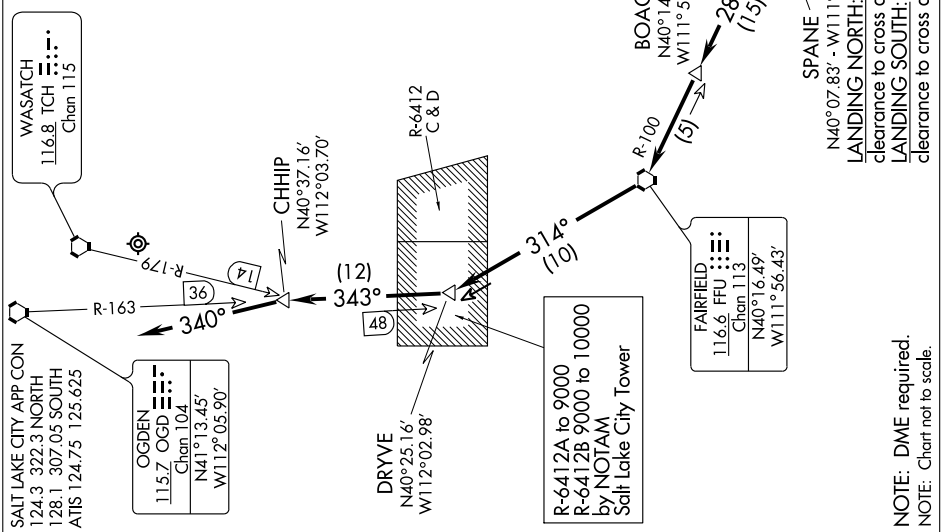
**MEEKER TRANSITION (EKR.SPANE5):** From over EKR VOR/DME via EKR R-258 to RACER, then via EKR R-258 and MTU R-078 to MTU VORTAC, then via MTU R-255 to SPANE INT. Thence....

....From over SPANE:

**LANDING NORTH:** via FFU R-100 to BOAGY INT. Expect ILS Rwy 34R approach.

**LANDING SOUTH:** via FFU R-100 to FFU VORTAC, then via FFU R-314 to DRYVE INT, then via OGD R-163 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors ILS or Visual Rwy 16R approach.

**LOST COMMUNICATIONS: LANDING SOUTH:** In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 12000 until OGD VORTAC.





## TWIN FALLS ONE DEPARTURE (RNAV)

SALT LAKE CITY INTL (SLC)  
SALT LAKE CITY, UTAH

## TAKE-OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988' from DER, 689' right of centerline, up to 34' AGL/4254' MSL.

Rwy 17: Vehicle on road 434' from DER, 518' right of centerline, 17' AGL/4237' MSL.

Rwy 34R: Post 12' from DER, 349' right of centerline, 4' AGL/4227' MSL.

Rwy 35: Post 55' from DER, 249' left of centerline, 4' AGL/4220' MSL.

ATIS 124.75 125.625  
CLNC DEL  
127.3 379.975  
GND CON  
121.9 348.6 (Rwys 14-32, 17-35)  
133.65 348.6 (Rwys 16L-34R, 16R-34L)  
SALT LAKE CITY TOWER  
119.05 257.8 (Rwy 16L-34R)  
118.3 257.8 (Rwys 14-32, 17-35)  
132.65 336.4 (Rwy 16R-34L)  
SALT LAKE CITY DEP CON  
126.25 387.0

## TAKE-OFF MINIMUMS

Rwys 14, 32, NA- ATC.

Rwy 16R: Standard with minimum climb of 413' per NM to 8300. ATC climb of 287' per NM to 15000.

Rwy 16L: Standard with minimum climb of 381' per NM to 8300. ATC climb of 285' per NM to 15000.

Rwy 17: Standard with minimum climb of 367' per NM to 7800. ATC climb of 292' per NM to 15000.

Rwy 34R: Standard with minimum climb of 238' per NM to 7700. ATC climb of 365' per NM to 15000.

Rwy 34L: Standard with minimum climb of 253' per NM to 7700. ATC climb of 365' per NM to 15000.

Rwy 35: Standard with a minimum climb of 226' per NM to 7700. ATC climb of 365' per NM to 15000.

TWIN FALLS  
TWF

SCOV

MOFER

FL 230 250 KIAS  
Resume normal speed  
after MOFER.

CGULL  
15000BOYNT  
13000CZAAR  
11000JIORE  
11000WAZER  
10000 230 KIASSHOLZ  
10000 230 KIAS

4727

4727

341°

341°

346°

161°

161°

166°

4727

4727

PPIGG

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: For Non-GPS equipped aircraft: OGD and TCH DMEs must be operational.

NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## TWIN FALLS ONE DEPARTURE (RNAV)

(TWF1.TWF) 09351

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)

## TWIN FALLS ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .

TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .

TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .

...maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

|  |                        |  |
|--|------------------------|--|
| VORTAC TCH<br><b><u>116.8</u></b><br>Chan <b>115</b> | APP CRS<br><b>159°</b> | Rwy Idg <b>12004</b><br>TDZE <b>4227</b><br>Apt Elev <b>4227</b> |
|--|------------------------|--|

VOR/DME or TACAN RWY 16L  
SALT LAKE CITY INTL (SLC)

**T** For inoperative ALSF, increase S-16L Cat. E visibility to 1 $\frac{3}{4}$ .

ALSF-2

**MISSED APPROACH:** Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

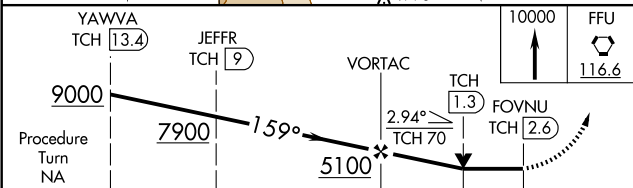
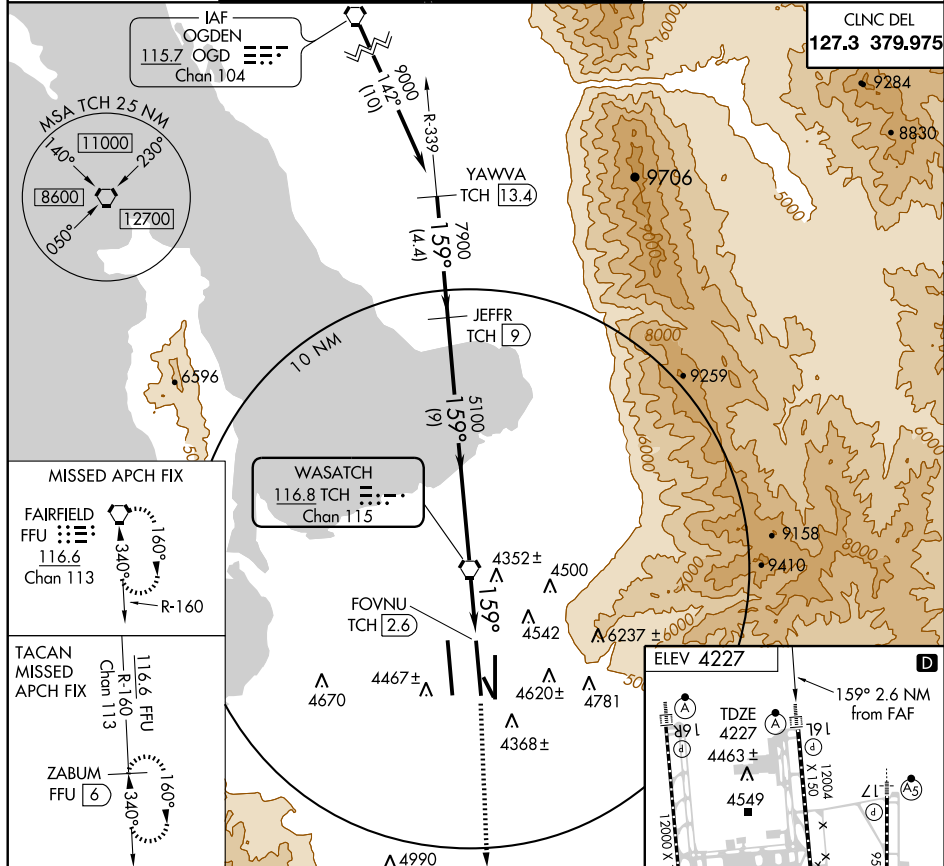
|   |   |
|---|---|
| ATIS<br><b>124.75</b><br><b>125.625</b> | SALT LAKE CITY<br>APP CON<br><b>124.3 322.3</b> |
|---|---|

| SALT LAKE CITY TOWER |              |                     |              |               |              |
|----------------------|--------------|---------------------|--------------|---------------|--------------|
| <b>119.05</b>        | <b>257.8</b> | <b>118.3</b>        | <b>257.8</b> | <b>132.65</b> | <b>336.4</b> |
| (Rwy 16L-34R)        |              | (Rwys 14-32, 17-35) |              | (Rwy 16R-34L) |              |

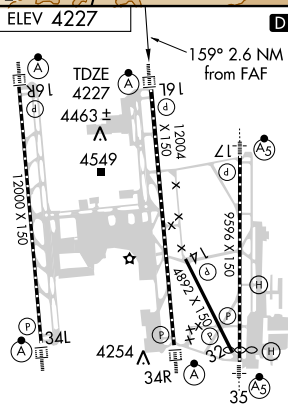
|                     |              |                         |              |
|---------------------|--------------|-------------------------|--------------|
| GND CON             |              |                         |              |
| <b>121.9</b>        | <b>348.6</b> | <b>133.65</b>           | <b>348.6</b> |
| (Rwys 14-32, 17-35) |              | (Rwys 16L-34R, 16R-34L) |              |

IAF  
OGDEN  
115.7 OGD  
Chan 104

CLNC DEL  
127.3 379.975



|          |                     |      |                     |                     |                      |
|----------|---------------------|------|---------------------|---------------------|----------------------|
|          | 4.4 NM              | 9 NM | 1.3 NM              | 1.3 NM              |                      |
| CATEGORY | A                   | B    | C                   | D                   | E                    |
| S-16L    | 4720/24 493 (500-½) |      | 4720/40 493 (500-¾) | 4720/50 493 (500-1) | 4720/60 493 (500-1¼) |
| CIRCLING | NA                  |      |                     |                     |                      |



HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R, 17, 35,  
24L, and 24R

SALT LAKE CITY, UTAH  
Amdt 2 10098

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

## VOR/DME or TACAN RWY 16L

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

|  |                        |   |
|--|------------------------|---|
| VORTAC TCH<br><b><u>116.8</u></b><br>Chan <b>115</b> | APP CRS<br><b>148°</b> | Rwy Idg <b>9596</b><br>TDZE <b>4219</b><br>Apt Elev <b>4227</b> |
|--|------------------------|---|

VOR/DME or TACAN RWY 17  
SALT LAKE CITY INTL (SLC)

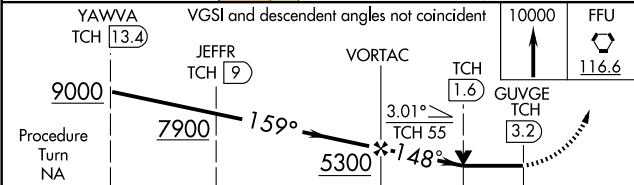
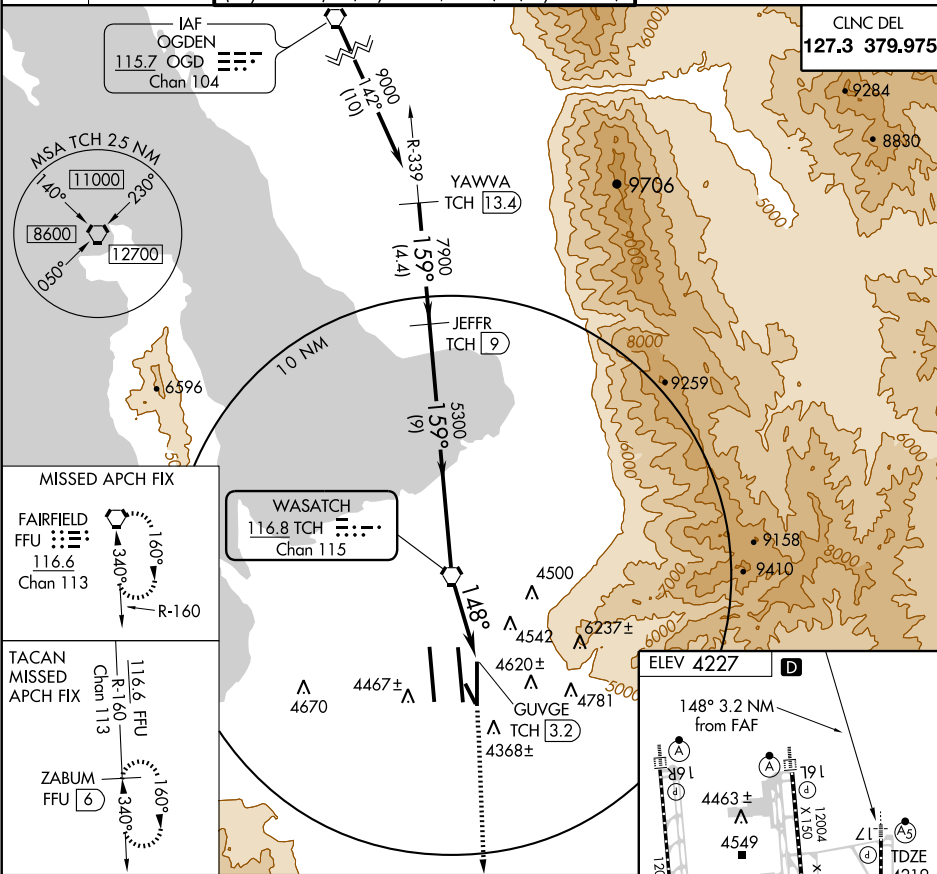
**T** Inoperative table does not apply.

MALSR

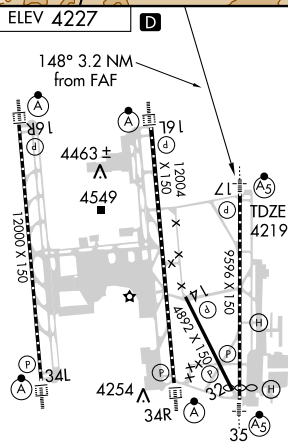
**MISSED APPROACH:** Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

|         |                |                      |                     |               |                     |                         |  |
|---------|----------------|----------------------|---------------------|---------------|---------------------|-------------------------|--|
| ATIS    | SALT LAKE CITY | SALT LAKE CITY TOWER |                     |               | GND CON             |                         |  |
| 124.75  | APP CON        | 119.05 257.8         | 118.3 257.8         | 132.65 336.4  | 121.9 348.6         | 133.65 348.6            |  |
| 125.625 | 124.3 322.3    | (Rwy 16L-34R)        | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |  |

CLNC DEL  
**127.3 379.975**



|          |         |             |                         |                         |                       |
|----------|---------|-------------|-------------------------|-------------------------|-----------------------|
|          | 4.4 NM  | 9 NM        | 1.6 NM                  | 1.6 NM                  |                       |
| CATEGORY | A       | B           | C                       | D                       | E                     |
| S-17     | 4800/50 | 581 (600-1) | 4800-1½<br>581 (600-1½) | 4800-1¼<br>581 (600-1¼) | 4800-2<br>581 (600-2) |
| CIRCLING | NA      |             |                         |                         |                       |



HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R, 17, 35,  
34L and 34R

SALT LAKE CITY, UTAH  
Amdt 2A 11FEB10

40°47'N-111°59'W

VOR/DME or TACAN RWY 17 SALT LAKE CITY INTL (SLC)

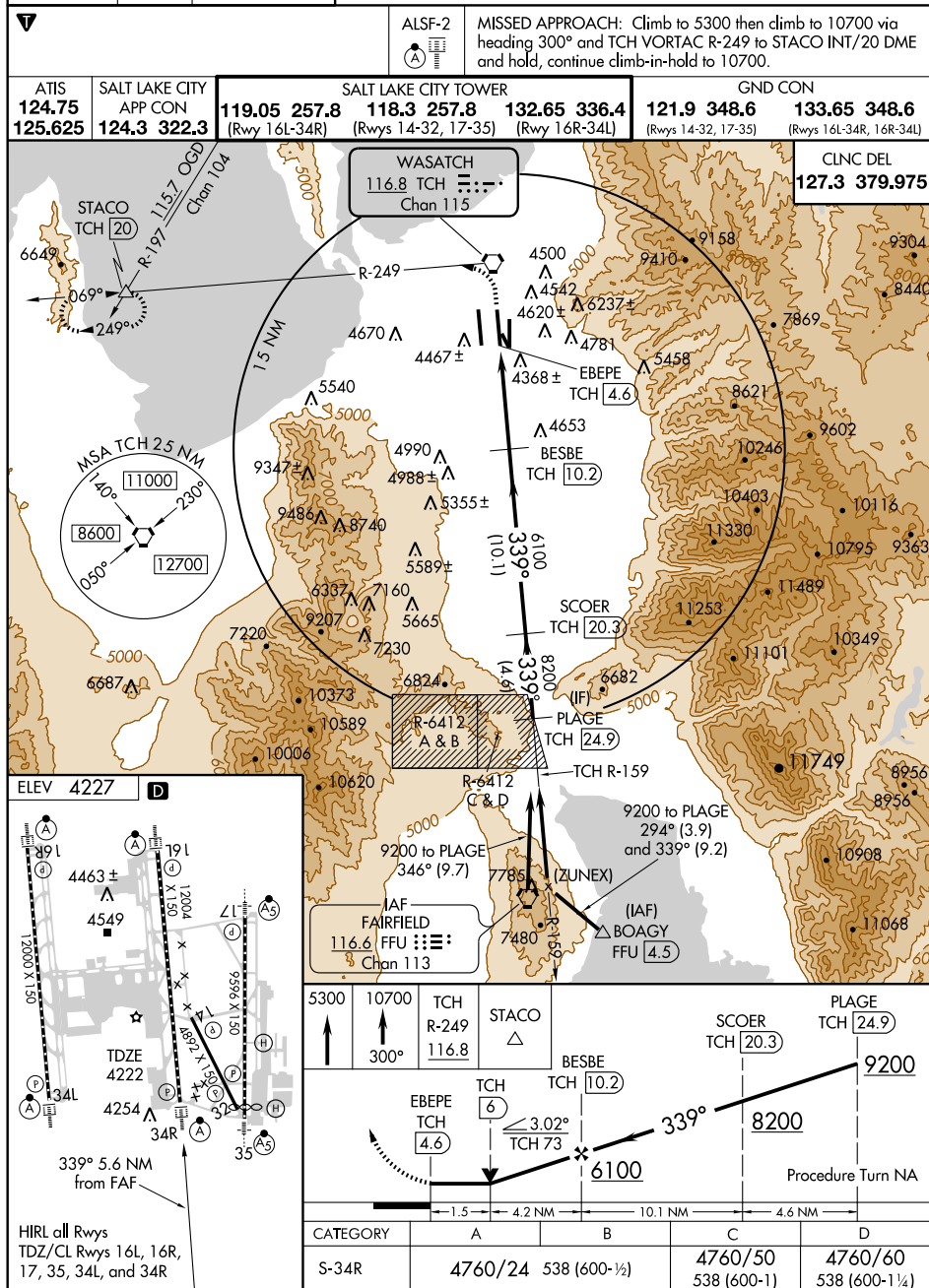
SW-4. 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VORTAC TCH<br><b>116.8</b><br>Chan <b>115</b> | APP CRS<br><b>339°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>12004</b><br><b>4222</b><br><b>4227</b> |
|---|------------------------|-----------------------------|--|

# VOR/DME RWY 34R

SALT LAKE CITY INTL (SLC)



SW-4, 23 SEP 2010 to 21 OCT 2010

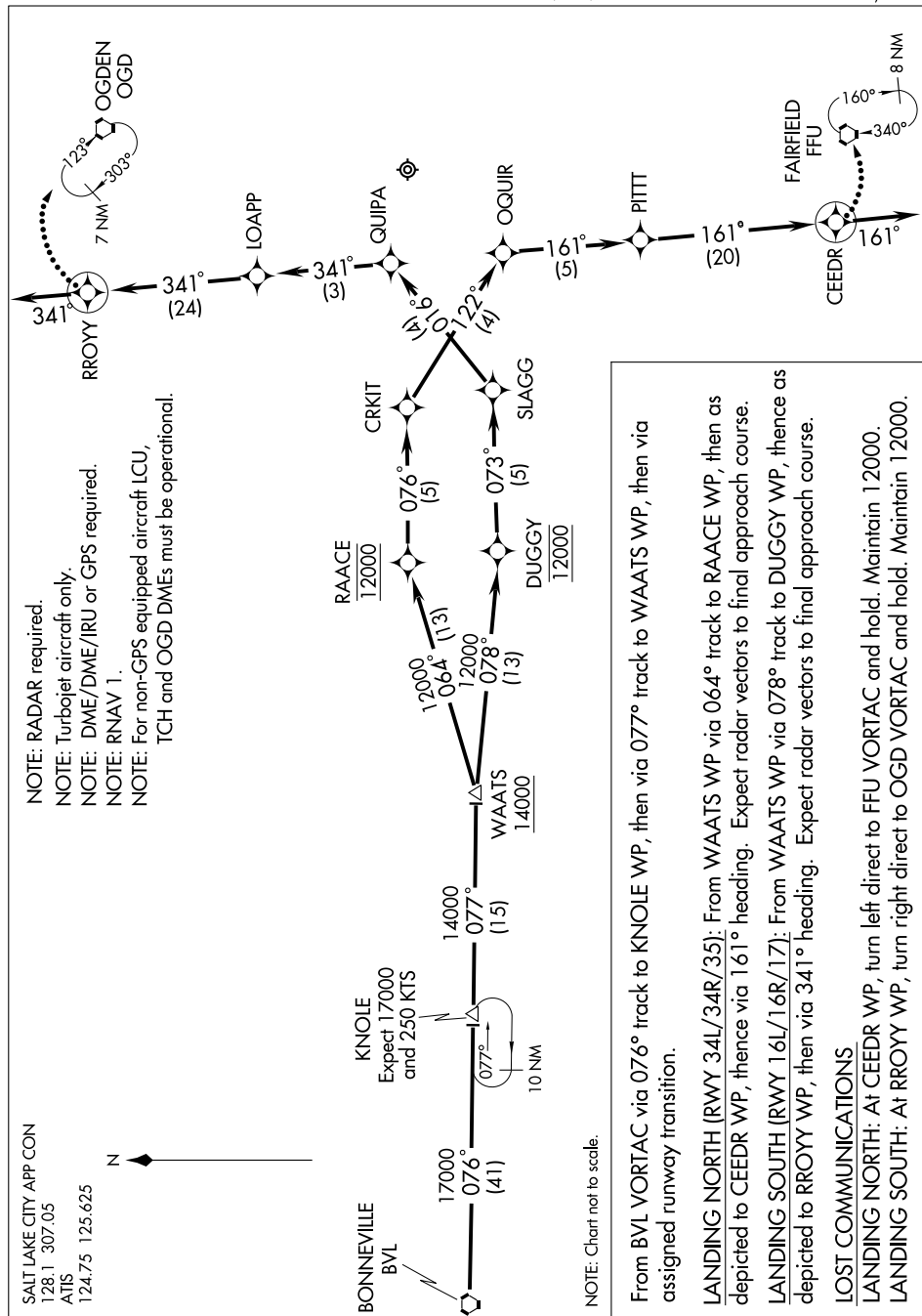
SW-4, 23 SEP 2010 to 21 OCT 2010

## WAATS THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH

SW-4, 23 SEP 2010 to 21 OCT 2010



SW-4, 23 SEP 2010 to 21 OCT 2010

## WEVIC TWO DEPARTURE (RNAV)

ATIS 124.75 125.625  
CLNC DEL  
127.3 379.975  
GND CON  
121.9 348.6 (Rwys 14-32, 17-35)  
133.65 348.6 (Rwys 16L-34R, 16R-34L)  
SALT LAKE CITY TOWER  
119.05 257.8 (Rwy 16L-34R)  
118.3 257.8 (Rwys 14-32, 17-35)  
132.65 336.4 (Rwy 16R-34L)  
SALT LAKE CITY DEP CON  
124.3 322.3

NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

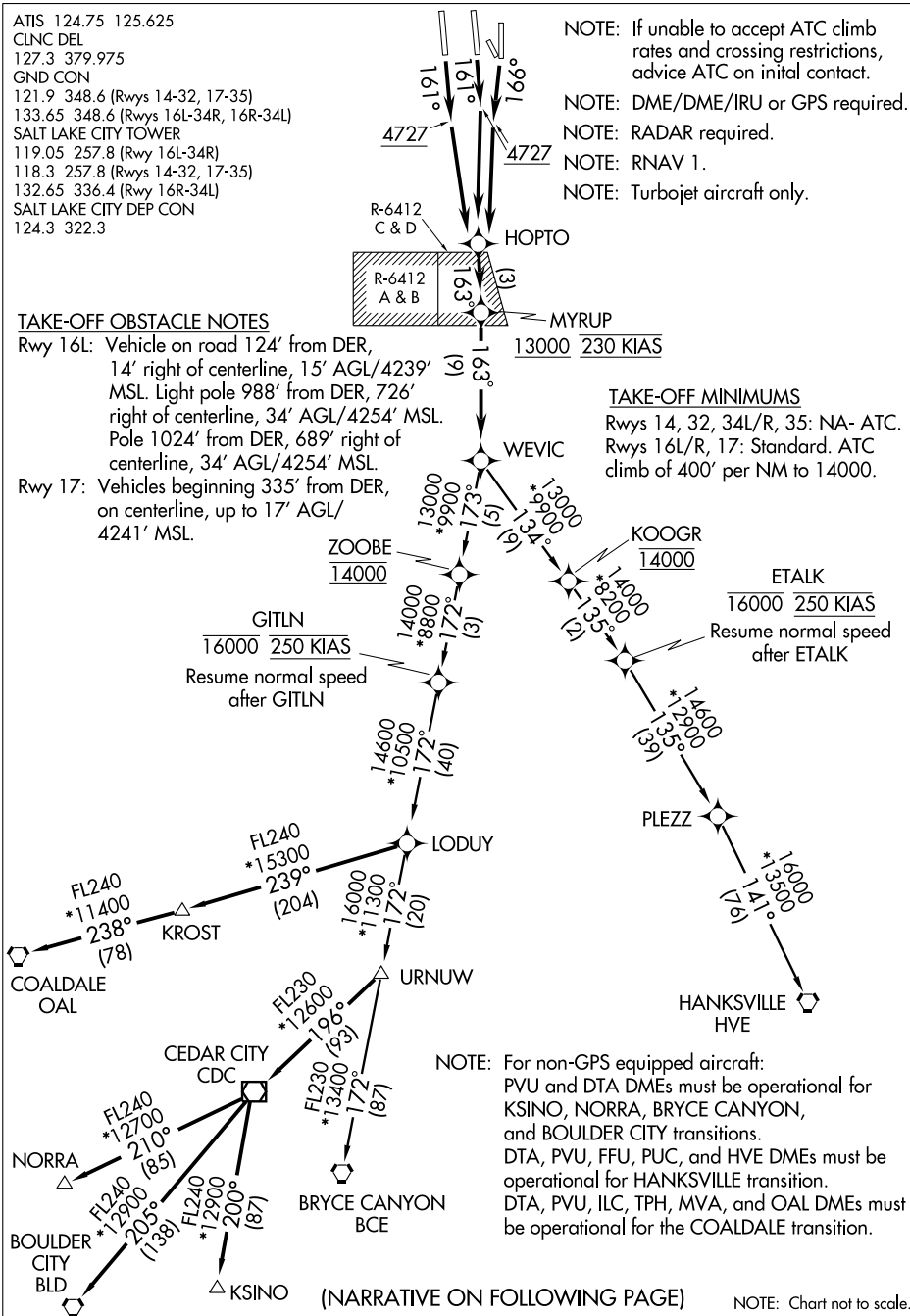
NOTE: Turbojet aircraft only.



Rwy 16L: Vehicle on road 124' from DER,  
14' right of centerline, 15' AGL/4239'  
MSL. Light pole 988' from DER, 726'  
right of centerline, 34' AGL/4254' MSL.  
Pole 1024' from DER, 689' right of  
centerline, 34' AGL/4254' MSL.

## TAKE-OFF MINIMUMS

Rwys 14, 32, 34L/R, 35: NA- ATC.  
Rwys 16L/R, 17: Standard. ATC  
climb of 400' per NM to 14000.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## WEVIC TWO DEPARTURE (RNAV)

(WEVIC2.WEVIC) 10154

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL (SLC)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R: Climb heading 161° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .

TAKE-OFF RUNWAY 16L: Climb heading 161° to 4727, then right turn direct HOPTO, then via depicted route to WEVIC, thence. . . .

TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .

. . . .via (transition) maintain 16000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (WEVIC2.BCE)

BOULDER CITY TRANSITION (WEVIC2.BLD)

COALDALE TRANSITION (WEVIC2.OAL)

HANKSVILLE TRANSITION (WEVIC2.HVE)

KSINO TRANSITION (WEVIC2.KSINO)

NORRA TRANSITION (WEVIC2.NORRA)



**SOUTH VALLEY RGNL** (U42) 7 SW UTC-7(-6DT) N40°37.17' W111°59.57'

4607 B S4 FUEL 100LL, JET A OX 1, 3 TPA-5407(800) NOTAM FILE CDC

RWY 16-34: H5860X100 (ASPH) S-12.5 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

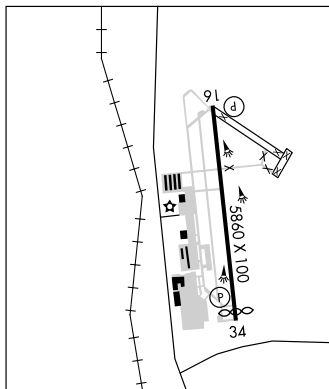
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld displcd 238'. Road.

**AIRPORT REMARKS:** Attended 1400-0400Z±. Flocks of birds on and in/ov arpt. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34—CTAF, PAPI Rwy 16 and Rwy 34 opr continuously.**WEATHER DATA SOURCES:** AWOS-3 134.425 (801) 562-0271 (801) 566-2084.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SALT LAKE CITY APP/DEP CON 120.2 124.3 CLNC DEL 127.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

WASATCH (H) VORTACW 116.8 TCH Chan 115 N40°51.02' W111°58.92' 166° 13.8 NM to fld. 4220/16E.

SALT LAKE CITY  
COPTER  
H-3D, L-9C, 11D  
IAP**SKYPARK** (See BOUNTIFUL)**SOUTH VALLEY RGNL** (See SALT LAKE CITY)**SPANISH FORK-SPRINGVILLE** (U77) 2 NW UTC-7(-6DT) N40°08.50' W111°39.68'

4529 B S4 FUEL 100LL, JET A OX 1, 2 TPA-See Remarks NOTAM FILE CDC

RWY 12-30: H5700X100 (ASPH) S-24 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld displcd 290'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri continuously. Self serve 100LL avbl anytime with credit card. For Jet A fuel call 801-798-9888. Deer on and in/ov arpt. Dec-Feb expect up to 24 hrs after storm before rwy plowing. Residual snow and ice on rwy after plowing. For status call 801-798-9888/9. Rwy 30 rgt tfc for rotary wing acft only. TPA-5529(1000) for fixed wing acft, 5029(500) for rotary wing acft. Noise abatement procedures in effect. Call arpt manager 801-798-9888. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 12 and Rwy 30 opr continuously.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.

PROVO (T) VORW/DME 108.4 PVU Chan 21 N40°12.90' W111°43.28' 133° 5.2 NM to fld. 4493/15E.

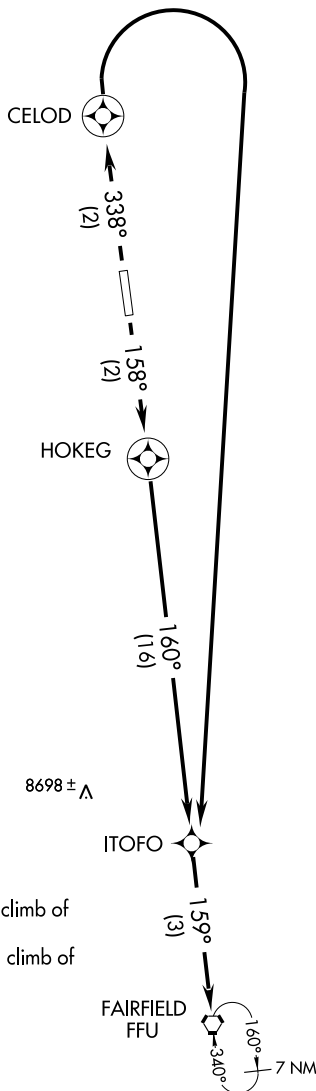
SALT LAKE CITY  
COPTER  
H-3D, L-9C, 11D**TOOELE** N40°36.65' W112°20.86' NOTAM FILE CDC.

NDB (MHW) 371 TVY at Bolinder Fld-Tooele Valley. Unusable 200°-250° byd 15 NM.

SALT LAKE CITY  
L-9C, 11D

## ITOF0 ONE DEPARTURE (RNAV)

SALT LAKE CITY DEP CON  
120.2 124.3 322.3  
CLNC DEL  
127.0  
UNICOM 122.7 (CTAF)  
AWOS-3 134.425



## TAKE-OFF MINIMUMS

RWY 16: Standard with a minimum climb of  
280' per NM to 7100.

RWY 34: Standard with a minimum climb of  
495' per NM to 9000.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9000 via 158° course to HOKEG WP, 160° course to ITOFO WP, and 159° course to FFU VORTAC and hold.

TAKE-OFF RUNWAY 34: Climb to 9000 via 338° course to CELOD WP, climbing right turn direct ITOFO WP, and 159° course to FFU VORTAC and hold.

All aircraft expect further clearance to filed altitude and route within ten minutes after departure.

## ITOF0 ONE DEPARTURE (RNAV)

(ITOF01.FFU) 09183

SALT LAKE CITY, UTAH  
SALT LAKE CITY/SOUTH VALLEY RGNL (T42)

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5622 |
| 338°    | TDZE     | 4606 |
|         | Apt Elev | 4607 |

## RNAV (GPS) Y RWY 34

SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

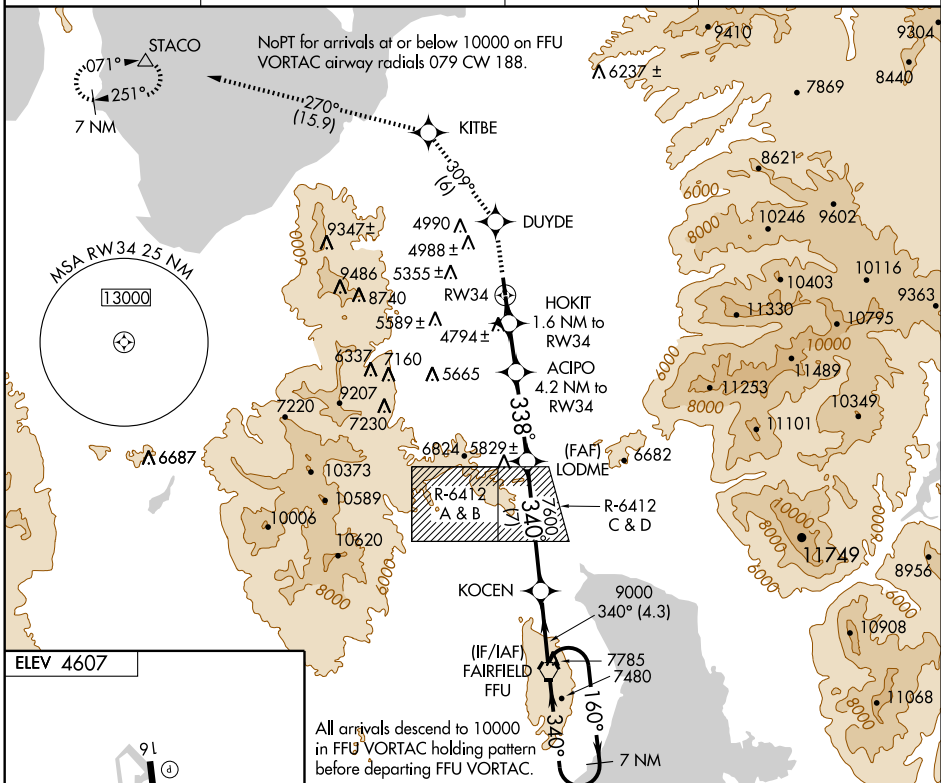
|             |   |
|-------------|---|
| <b>T</b>    | DME/DME RNP- 0.3 NA.  |
| <b>A</b> NA | If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.<br>VDP NA when using Salt Lake City Intl altimeter setting. |

**MISSED APPROACH:** Climb to 9000 direct  
DUYDE and via 309° track to KITBE  
and via 270° track to STACO and hold.

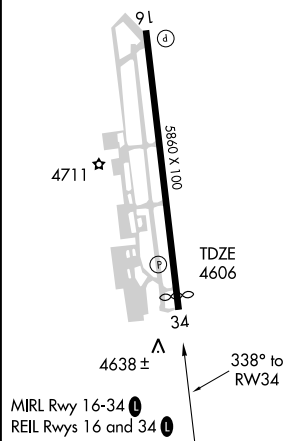
AWOS-3  
134.425

SALT LAKE CITY APP CON  
120.2 124.3 322.3

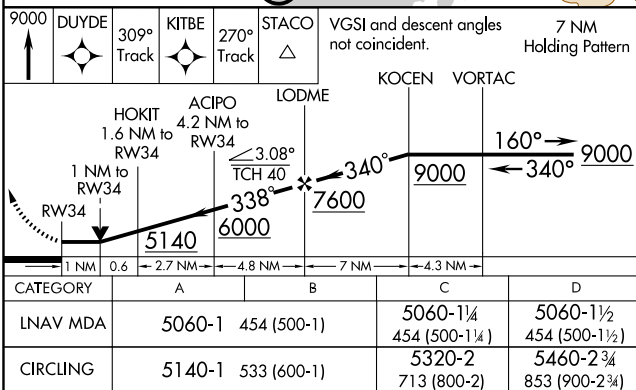
CLNC DEL  
**127.0**

UNICOM  
122.7 (CTAF) **L**

ELEV 4607



All arrivals descend to 10000  
in FFU VORTAC holding pattern  
before departing FFU VORTAC.



SALT LAKE CITY, UTAH

Orig-A 09155

SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

40°37'N - 112°00'W

## RNAV (GPS) Y RWY 34

SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4. 23 SEP 2010 to 21 OCT 2010

APP CRS  
**338°**

Rwy ldg  
TDZE  
**5622**

Apt Elev  
**4607**

# RNAV (GPS) Z RWY 34

SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

**V** DME/DME RNP-0.3 NA.  
**NA** If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.  
VDP NA when using Salt Lake City Intl altimeter setting.

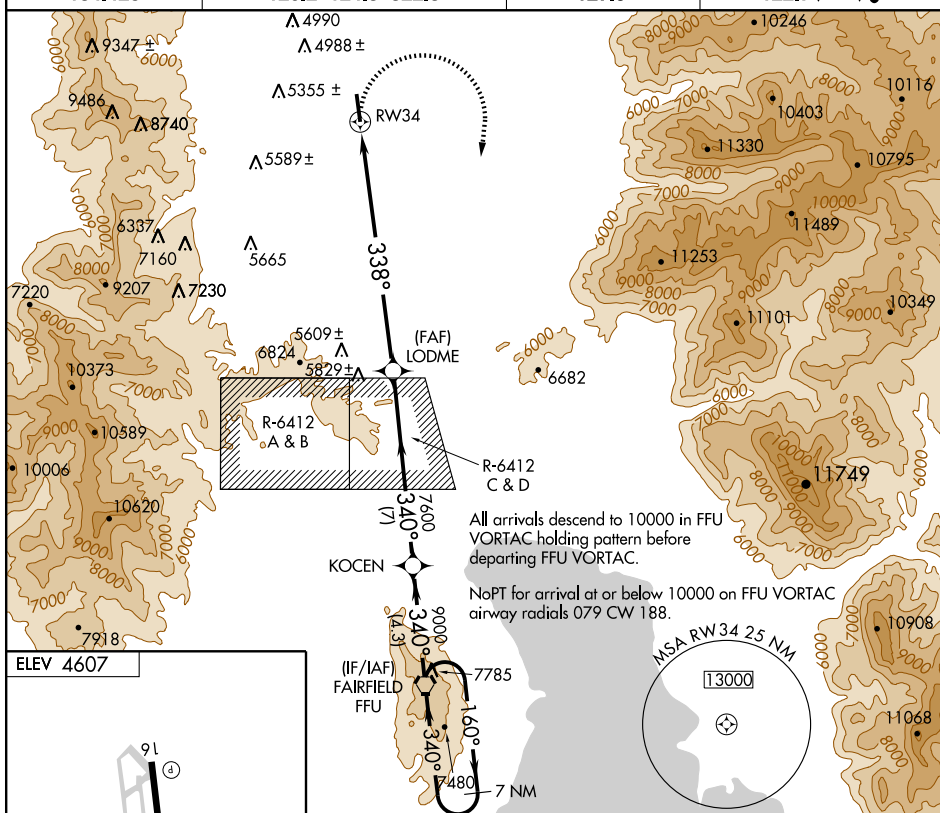
MISSED APPROACH: Climbing right turn to 9000 direct FFU VORTAC and hold.

AWOS-3  
**134.425**

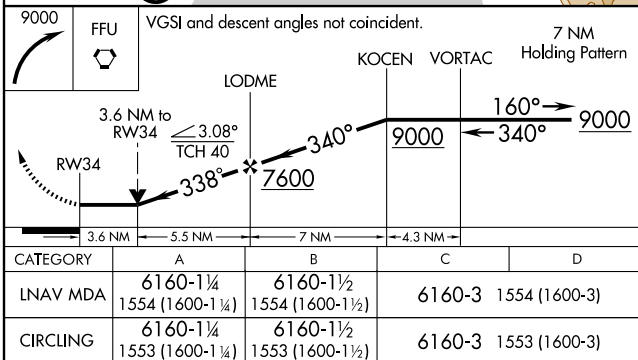
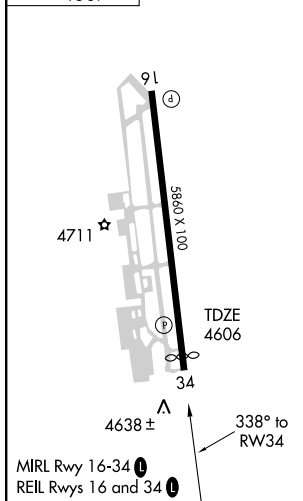
SALT LAKE CITY APP CON  
**120.2 124.3 322.3**

CLNC DEL  
**127.0**

UNICOM  
**122.7 (CTAF) 0**



ELEV 4607



**ROOSEVELT MUNI** (74V) 3 SW UTC-7(-6DT) N40°16.70' W110°03.08'

**SALT LAKE CITY**

5172 B S4 **FUEL** 100LL, JET A NOTAM FILE CDC

**H-3E, L-9D, 11D**

**RWY 07-25:** H6500X75 (ASPH) S-12 MIRL 1.0% up W

**IAP**

**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1600-0100Z†. For svc call 435-724-0539 or 435-722-5001. Fuel 24 hr credit card svc avbl. **ACTIVATE MIRL** Rwy 07-25, PAPI Rwy 07 and Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (435) 722-4201.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MYTON RCO** 122.1R 112.7T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**MYTON (H) VORTAC** 112.7 MTU Chan 74 N40°08.95' W110°07.66' 010° 8.7 NM to fld. 5396/14E.

**ST GEORGE MUNI** (SGU) 1 W UTC-7(-6DT) N37°05.44' W113°35.58'

**LAS VEGAS**

2941 B S4 **FUEL** 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE SGU

**H-4J, L-9C**

**RWY 16-34:** H6606X100 (ASPH-GRVD) S-26 MIRL 1.1% up N

**IAP**

**RWY 16:** REIL. PAPI(P2L)—GA 4.0° TCH 44'. Thld displcd 195'.

Road.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 43'.

**RUNWAY DECLARE DISTANCE INFORMATION**

**RWY 16:** TORA-6606 TODA-6606 ASDA-6606 LDA-6411

**RWY 34:** TORA-6411 TODA-6411 ASDA-6411 LDA-6411

**AIRPORT REMARKS:** Attended 1300-0600Z†. 100LL fuel avbl 24 hrs via self serve credit card pump. CLOSED to Air Carrier ops with more than 30 passenger seat except PPR. Call arpt ops 435-703-0805. **ACTIVATE MIRL** Rwy 16-34 and REIL Rwy 16 and 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 634-0940.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.5 (CEDAR CITY RADIO)

**L.A. CENTER CLNC DEL** 133.3

**AIRSPACE:** CLASS E svc 24 hrs.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

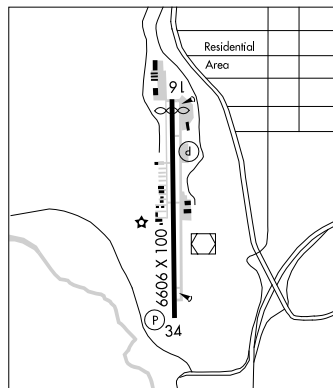
**(T) VORW/DME** 109.8 OZN Chan 35 N37°05.28'

W113°35.51' at fld. 2901/15E.

VOR/DME unusable:

210°-235° beyond 15 NM below 8,500'

235°-270° beyond 15 NM below 9,700'



270°-350°

350°-020° beyond 10 NM below 14,000'.

**SALINA-GUNNISON** (44U) 5 NE UTC-7(-6DT) N39°01.75' W111°50.30'

**LAS VEGAS**

5159 B NOTAM FILE CDC

**L-9C**

**RWY 02-20:** H3855X60 (ASPH) S-6 MIRL

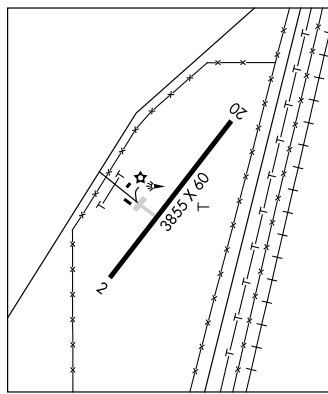
**AIRPORT REMARKS:** Unattended. **ACTIVATE MIRL** Rwy 02-20—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**DELTA (H) VORTACW** 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 102° 35.2 NM to fld. 4600/16E.



(IYLAG1.IYLAG) 07186

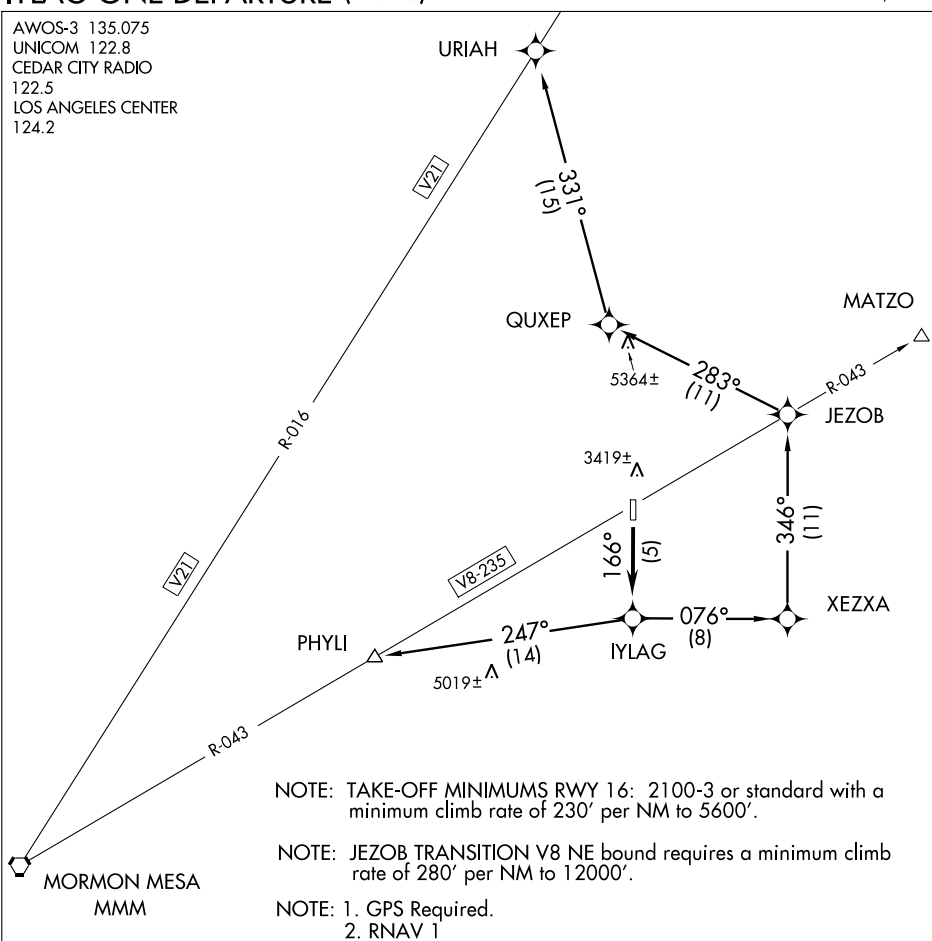
SL-5742 (FAA)

ST. GEORGE MUNI (SGU)

## IYLAG ONE DEPARTURE (RNAV)

ST. GEORGE, UTAH

AWOS-3 135.075  
UNICOM 122.8  
CEDAR CITY RADIO  
122.5  
LOS ANGELES CENTER  
124.2



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 12000 (or assigned altitude) via course 166° to IYLAG WP then via assigned transition/route.

TAKE-OFF RUNWAY 34: Not authorized.

JEZOB TRANSITION (IYLAG1.JEZOB): From over IYLAG WP via course 076° to XEZXA WP, then via course 346° to JEZOB WP.

PHYLI TRANSITION (IYLAG1.PHYLI)

URIAH TRANSITION (IYLAG1.URIAH)

IYLAG ONE DEPARTURE (RNAV)

(IYLAG1.IYLAG) 07186

ST. GEORGE, UTAH  
ST. GEORGE MUNI (SGU)

SW-4, 23 SEP 2010 to 21 OCT 2010

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53501</b><br><b>W34A</b> | APP CRS<br><b>346°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6606</b><br><b>2906</b><br><b>2941</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 34

ST. GEORGE MUNI (SGU)



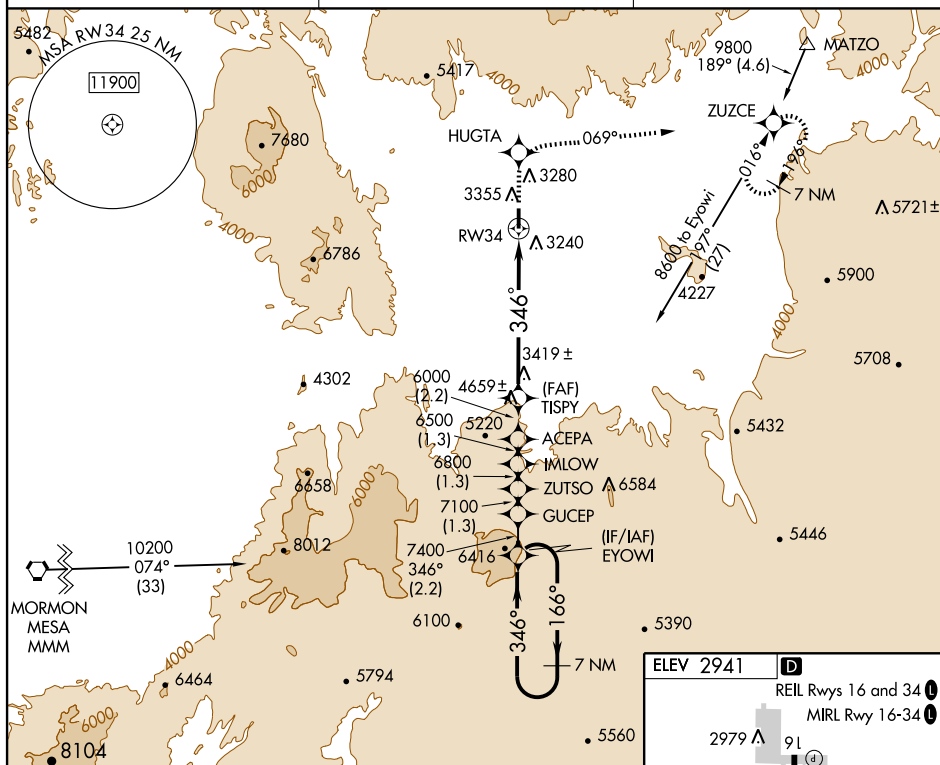
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8600 direct HUGTA and via 069° track to ZUZCE and hold, continue climb-in-hold to 8600.

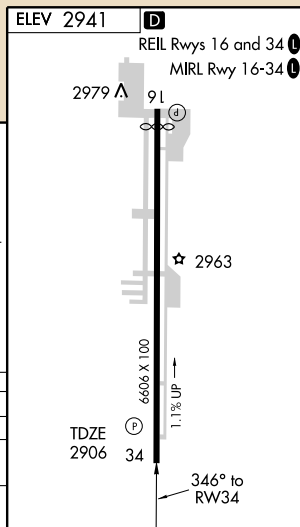
AWOS-3  
**135.075**

CEDAR CITY RADIO  
**122.5**

UNICOM  
**122.8 (CTAF)**



|  |                           |                           |        |               |                      |
|--|---------------------------|---------------------------|--------|---------------|----------------------|
| 8600   | HUGTA                     | 069° track                | ZUZCE  | EYOWI         | 7 NM Holding Pattern |
| VGSI and RNAV glidepath not coincident.<br>* LNAV only |                           |                           |        |               |                      |
|  |                           |                           |        |               |                      |
| CATEGORY   | A                         | B                         | C      | D             |                      |
| LPV DA   | 3555-2¼ 649 (700-2¼)      |                           |        |               |                      |
| LNAV MDA   | 3960-1¼<br>1054 (1100-1¼) | 3960-1½<br>1054 (1100-1½) | 3960-3 | 1054 (1100-3) |                      |
| CIRCLING   | 3960-2¼                   | 1019 (1100-2¼)            | 3960-3 | 1019 (1100-3) |                      |



|   |                        |   |                          |
|---|------------------------|---|--------------------------|
| VOR/DME OZN<br><b>109.8</b><br>Chan <b>35</b> | APP CRS<br><b>296°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>2941</b> | <b>N/A</b><br><b>N/A</b> |
|---|------------------------|---|--------------------------|

VOR-C  
ST. GEORGE MUNI(SGU)

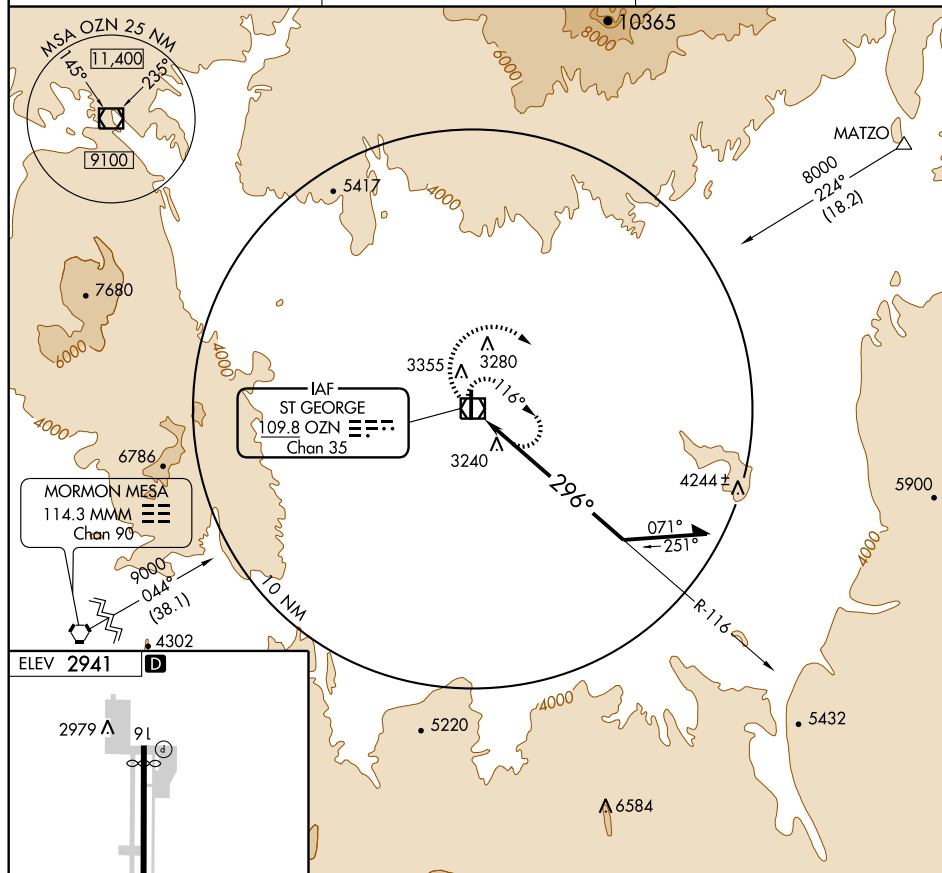


**MISSED APPROACH:** Climbing right turn to 7000 in OZN VOR/DME holding pattern.

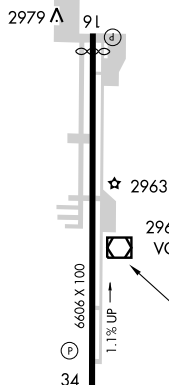
AWOS-3  
135.075

CEDAR CITY RADIO  
122.5

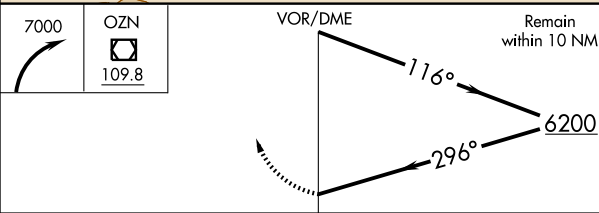
UNICOM  
122.8 (CTAF) **L**



|      |      |   |
|------|------|---|
| ELEV | 2941 | D |
|------|------|---|



REIL Rwy 16 and 34 **L**  
MIRL Rwy 16-34 **L**



| CATEGORY | A                         | B                         | C      | D             |
|----------|---------------------------|---------------------------|--------|---------------|
| CIRCLING | 4700-1¼<br>1762 (1800-1¼) | 4700-1½<br>1762 (1800-1½) | 4700-3 | 1762 (1800-3) |

ST. GEORGE, UTAH  
Amdt 2A 08325

ST. GEORGE MUNI (SGU)

# VOR-C

37°05'N-113°36'W

SW-4, 23 SEP 2010 to 21 OCT 2010

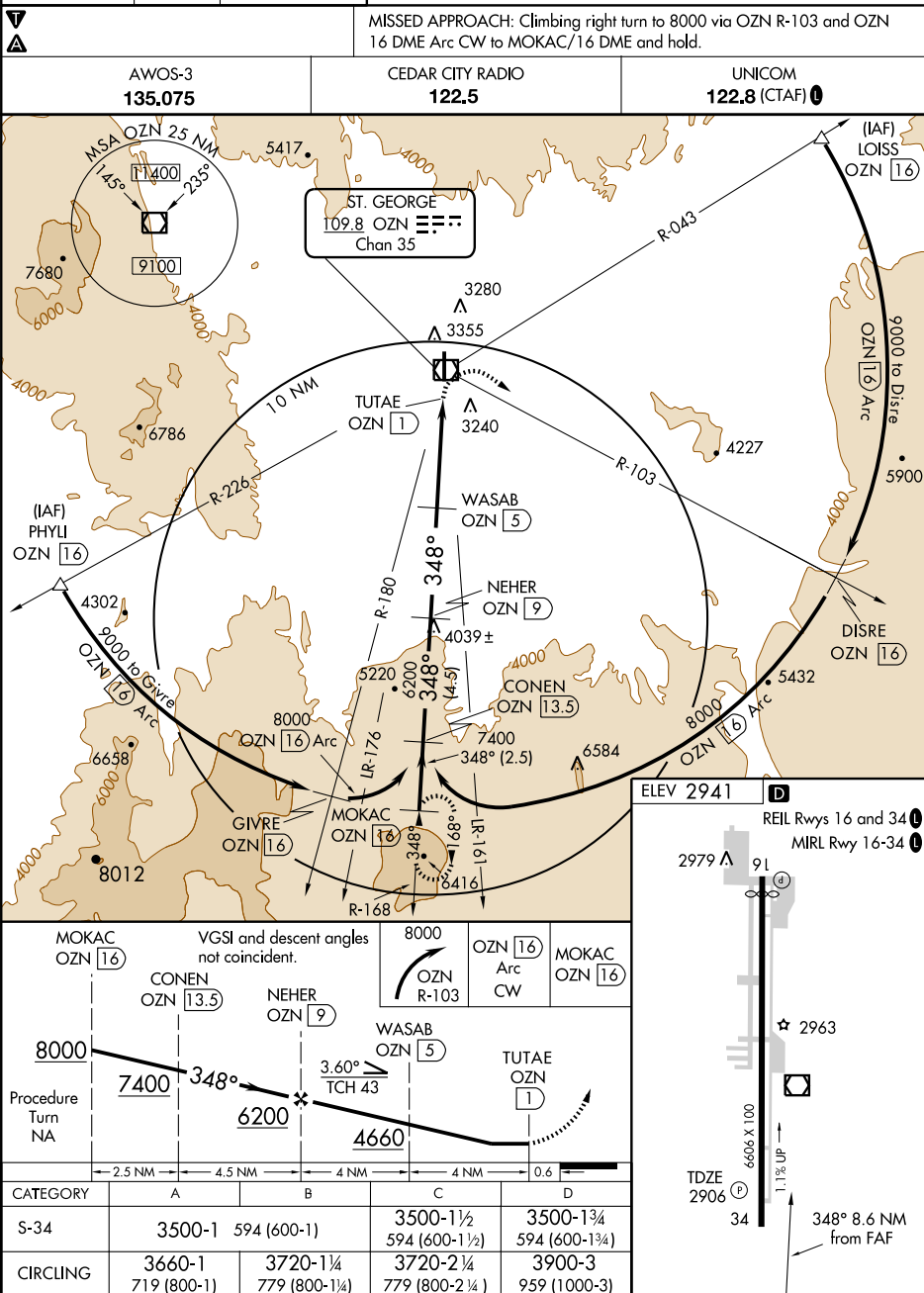
SW-4, 23 SEP 2010 to 21 OCT 2010



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VOR/DME OZN<br><b>109.8</b><br>Chan 35 | APP CRS<br><b>348°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6606</b><br><b>2906</b><br><b>2941</b> |
|--|------------------------|-----------------------------|---|

# VOR/DME RWY 34

ST. GEORGE MUNI (SGU)



SW-4, 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

|   |                        |  |
|---|------------------------|--|
| VOR/DME OZN<br><b>109.8</b><br>Chan <b>35</b> | APP CRS<br><b>296°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>2941</b> |
|---|------------------------|--|

**VOR or GPS-B**  
ST. GEORGE MUNI (SGU)

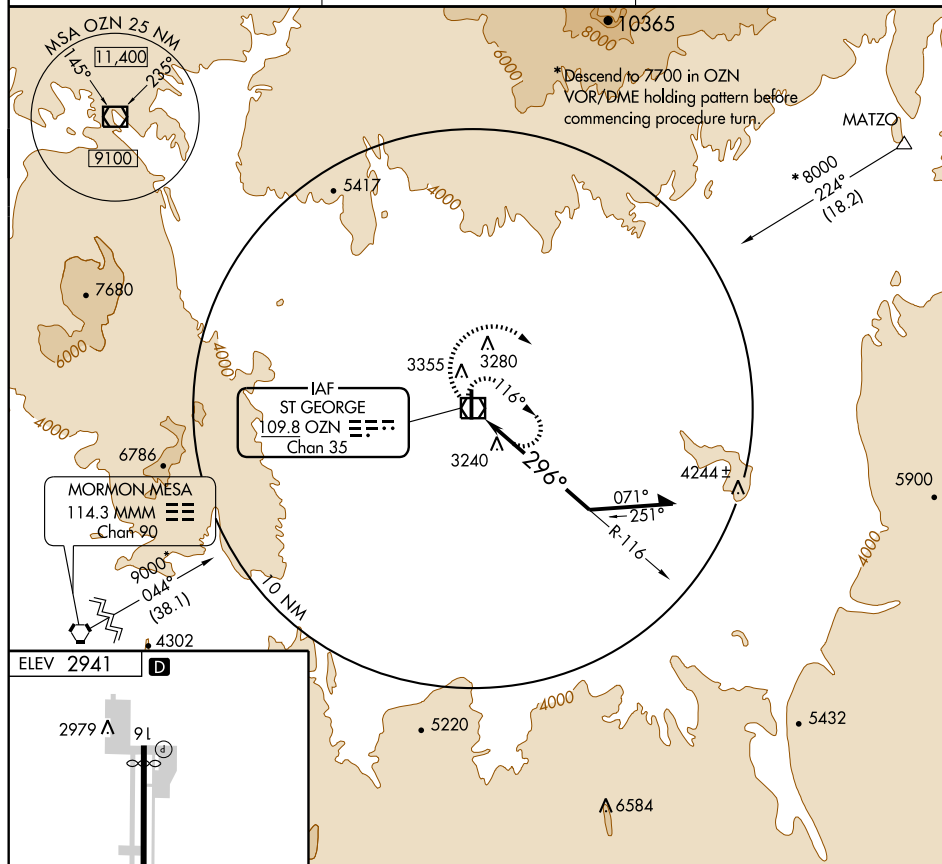


MISSED APPROACH: Climbing right turn to 7000 in OZN VOR/DME holding pattern.

AWOS-3  
**135.075**

CEDAR CITY RADIO  
**122.5**

UNICOM  
**122.8 (CTAF) 0**



ELEV 2941



2979



91



2963



296° to OZN VOR/DME



6600 X 100



1.1% UP



34

REIL Rws 16 and 34  
MIRL Rwy 16-34

| CATEGORY | A                         | B | C  | D |
|----------|---------------------------|---|----|---|
| CIRCLING | 4200-1¼<br>1262 (1300-1¼) |   | NA |   |

ST. GEORGE, UTAH  
Amdt 2A 08325

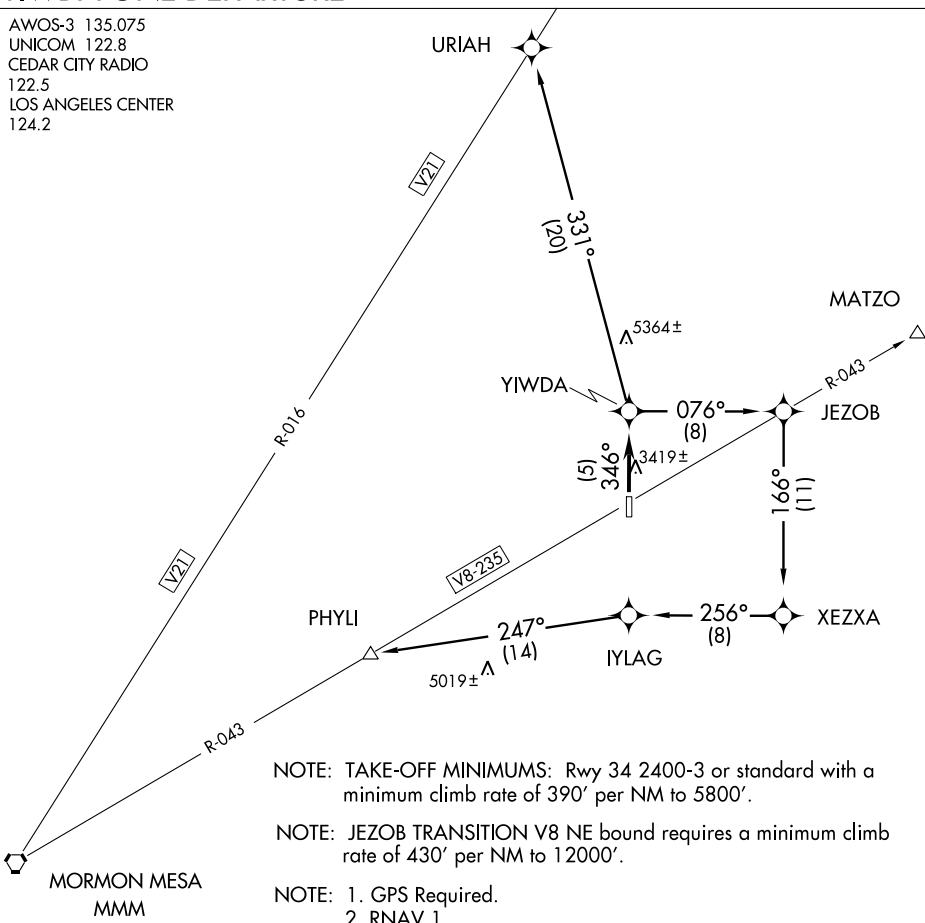
37°05'N-113°36'W

ST. GEORGE MUNI (SGU)  
**VOR or GPS-B**

## YIWDA ONE DEPARTURE (RNAV)

ST. GEORGE, UTAH

AWOS-3 135.075  
UNICOM 122.8  
CEDAR CITY RADIO  
122.5  
LOS ANGELES CENTER  
124.2



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 12000 (or assigned altitude) via course 346° to YIWDA WP then via assigned transition/route.

TAKE-OFF RUNWAY 16: Not authorized.

JEZOB TRANSITION (YIWDA1.JEZOB): From over YIWDA WP via course 076° to JEZOB WP.

PHYLI TRANSITION (YIWDA1.PHYLI)

URIAH TRANSITION (YIWDA1.URIAH)

## TOOELE

**BOLINDER FLD—TOOELE VALLEY** (TVY) 5 NW UTC-7(-6DT) N40°36.75' W112°21.05'

SALT LAKE CITY  
H-3D, L-9C, 11C  
IAP

4322 B FUEL 100LL NOTAM FILE CDC.

RWY 17-35: H6100X100 (ASPH) S-30 MIRL 0.8% up S

RWY 17: MALSR. PAPI(P4R)—GA 3.0° TCH 45'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 50'. Road.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE MIRL

Rwy 17-35, MALSR Rwy 17, REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.725 (435) 882-6648

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SALT LAKE CITY APP/DEP CON 135.5

SALT LAKE CITY CLNC DEL 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

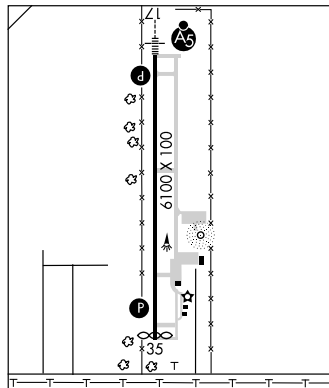
**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02'

W111°58.92' 214° 22.1 NM to fld. 4220/16E.

**TOOELE NDB (MHW)** 371 TVY N40°36.65' W112°20.86' at fld.

Unusable 200°-250° byd 15 NM. NOTAM FILE CDC.

**ILS/DME** 111.5 I-TVY Chan 48(Y) Rwy 17. Class II.



**VERNAL RGNL** (VEL) 1 SE UTC-7(-6DT) N40°26.46' W109°30.60'

SALT LAKE CITY  
H-3E, L-9D, 11D  
IAP

5278 B S4 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE VEL

RWY 16-34: H6201X150 (ASPH) S-45, D-55 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Pole.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 07-25: H4108X60 (ASPH) S-12.5 MIRL 1.1% up W

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 16: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 25: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 34: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

**AIRPORT REMARKS:** Attended dawn-dusk. 24 hr PPR required for air carrier ops over 30 passenger seats ctc arpt manager 435-789-3400. Rwy 07-25 not avbl for air carrier use. ACTIVATE MIRL Rws 07-25 and 16-34, REIL Rws 07 and 25 and 16 and 34, and PAPI Rws 07 and 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (435) 781-1224.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (CEDAR CITY RADIO)

**AIRSPACE:** CLASS E svc Mon-Fri 1300-2100Z and 2300-0300Z, Sat 1300-2300Z Sun 1700-2100Z and 2300-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

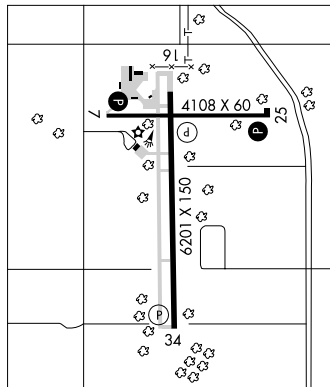
(L) **VOR/DME** 108.2 VEL Chan 19 N40°22.74' W109°29.60' 333° 3.8 NM to fld. 5344/15E.

DME portion unusable

070°-080° byd 30 blo 12,000'.


200°-260° byd 15 NM blo 17,000'.

VOR portion unusable 220°-260° beyond 23 NM below 15,000'



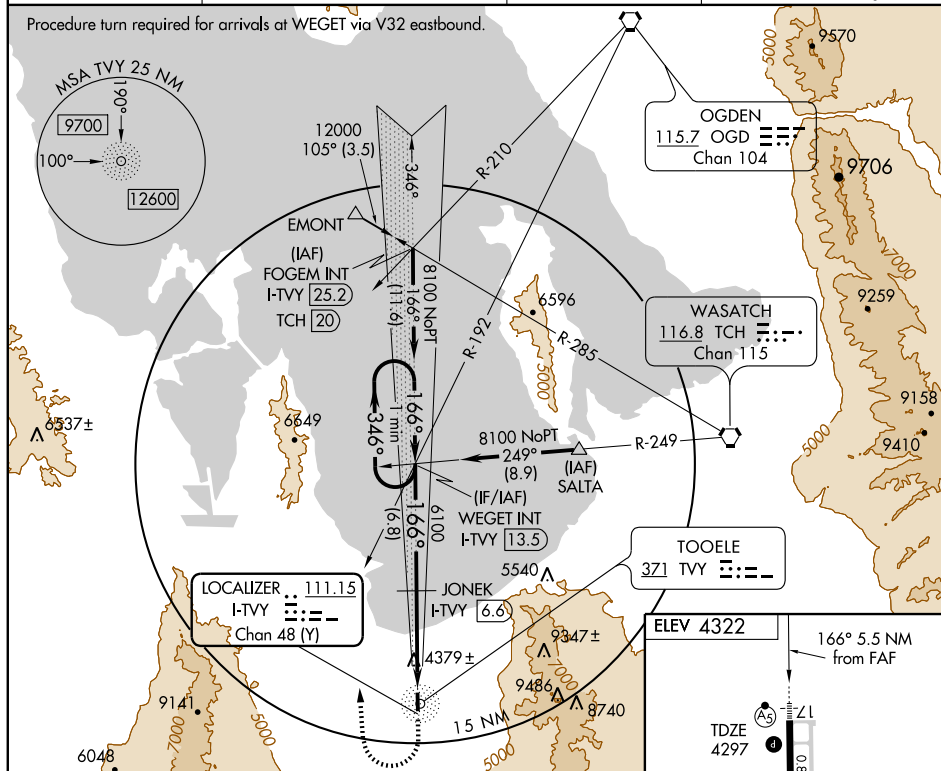
|   |                        |   |
|---|------------------------|---|
| LOC/DME I-TVV<br><b><u>111.15</u></b><br>Chan <b>48</b> (Y) | APP CRS<br><b>166°</b> | Rwy Idg <b>6100</b><br>TDZE <b>4297</b><br>Apt Elev <b>4322</b> |
|---|------------------------|---|

ILS or LOC/DME RWY 17  
TOOELE/ BOLINDER FIELD-TOOELE VALLEY (TVY)

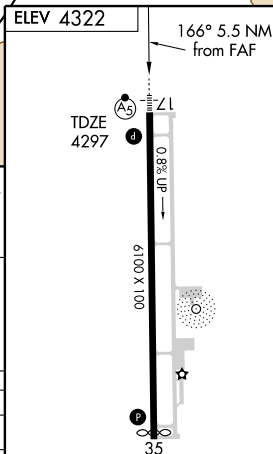
|   |   |   |
|---|---|---|
| <p><b>▼</b> Inoperative table does not apply to S-ILS R17.</p> <p><b>▲</b> When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all DA/MDA 60 feet and Circling Cat. D visibility ¼ mile. For inoperative MALS R increase S-LOC Cats. A, B, and C visibility to 1 mile. For inoperative MALS R when using Salt Lake City Intl altimeter setting, increase S-LOC 17 Cats. A and B visibility to 1 mile.</p> | <p><b>MALS R</b></p>  | <p><b>MISSED APPROACH:</b> Climb to 5400 then climbing right turn to 9000 via heading 343° and OGD VORTAC R-192 to WEGET INT/ FTVY 13.5 DME and hold, continue climb-in-hold to 9000.</p> |
|---|---|---|

|                          |   |                          |  |
|--------------------------|---|--------------------------|--|
| AWOS-3<br><b>119.725</b> | SALT LAKE CITY APP CON<br><b>135.5 316.15</b> | CLNC DEL<br><b>124.4</b> | UNICOM<br><b>123.0</b> (CTAF) <b>U</b> |
|--------------------------|---|--------------------------|--|

Procedure turn required for arrivals at WEGT via V32 eastbound.



|                            |   |                       |                         |                       |              |           |
|----------------------------|---|-----------------------|-------------------------|-----------------------|--------------|-----------|
| One Minute Holding Pattern | WEGET INT<br>I-TVY 13.5   | JONEK<br>I-TVY 6.6    | 5400<br>↑               | 9000<br>hdg 343°      | OGD<br>R-192 | WEGET INT |
| 8100<br>← 346°<br>166° →   | 766°  | 6100                  | 6100                    | I-TVY 2.1             | I-TVY 1.2    |           |
| GS 3.00°<br>TCH 55         |   | 6100                  |                         |                       |              |           |
|                            | 6.8 NM  | 4.5 NM                | 1 NM                    |                       |              |           |
| CATEGORY                   | A   | B                     | C                       |                       | D            |           |
| S-ILS 17                   | 4497- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> ) |                       |                         |                       |              |           |
| S-LOC 17                   | 4640- <sup>3</sup> / <sub>4</sub> 343 (400- <sup>3</sup> / <sub>4</sub> ) |                       |                         |                       |              |           |
| CIRCLING                   | 4820-1<br>498 (500-1)   | 4840-1<br>518 (600-1) | 4860-1½<br>538 (600-1½) | 4940-2<br>618 (700-2) |              |           |



TOOELE, UTAH  
Amdt 1 10154

TOOELE/ BOLINDER FIELD-TOOELE VALLEY (TVY)  
ILS or LOC/DME RWY 17

40°37'N - 112°21'W

SW-4. 23 SEP 2010 to 21 OCT 2010

SW-4, 23 SEP 2010 to 21 OCT 2010

## NDB RWY 17

TOOELE / BOUNDER FIELD-TOOELE VALLEY (TVY)

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB TVY<br><b>371</b> | APP CRS<br><b>161°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6100</b><br><b>4294</b><br><b>4318</b> |
|-----------------------|------------------------|-----------------------------|---|



Use Salt Lake City Intl altimeter setting.  
Circling NA at night to Rwy 35.



MISSED APPROACH: Climbing right turn to 9000 via the  
341° bearing from TVY NDB to LAVRY Int and hold.

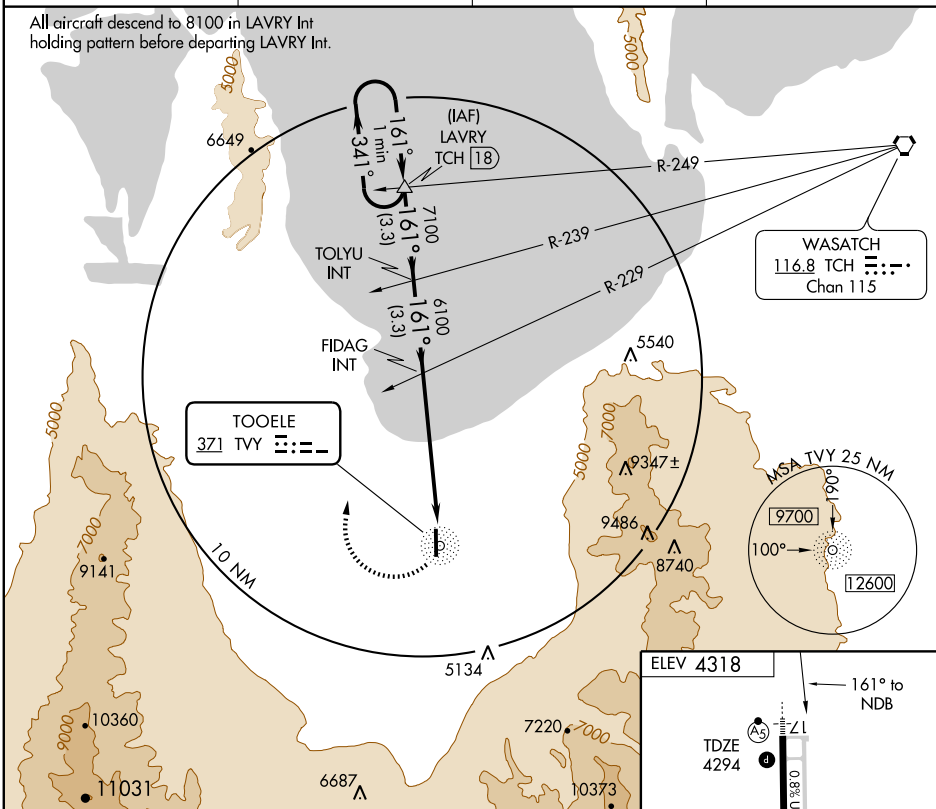
AWOS-3  
**119.725**

SALT LAKE CITY APP CON  
**135.5 316.15**

CLNC DEL  
**124.4**

UNICOM  
**123.0 (CTAF)**

All aircraft descend to 8100 in LAVRY Int  
holding pattern before departing LAVRY Int.



One Minute  
Holding Pattern

LAVRY INT  
TCH 18

TOLYU  
INT

FIDAG  
INT

9000  
TVY  
341°

LAVRY  
△

8100

← 341°

→ 161°

7100

← 161°

6100

← 3.00°

TCH 45

NDB

CATEGORY

A

B

C

D

S-17

5020-1 726 (800-1)

5020-2

5020-2 1/4

CIRCLING

5020-1 702 (800-1)

5020-2

5020-2 1/4

MIRL Rwy 17-35

REIL Rwy 35

TOOELE, UTAH

Amdt 1A 10098

TOOELE / BOUNDER FIELD-TOOELE VALLEY (TVY)

40°37'N - 112°21'W

NDB RWY 17

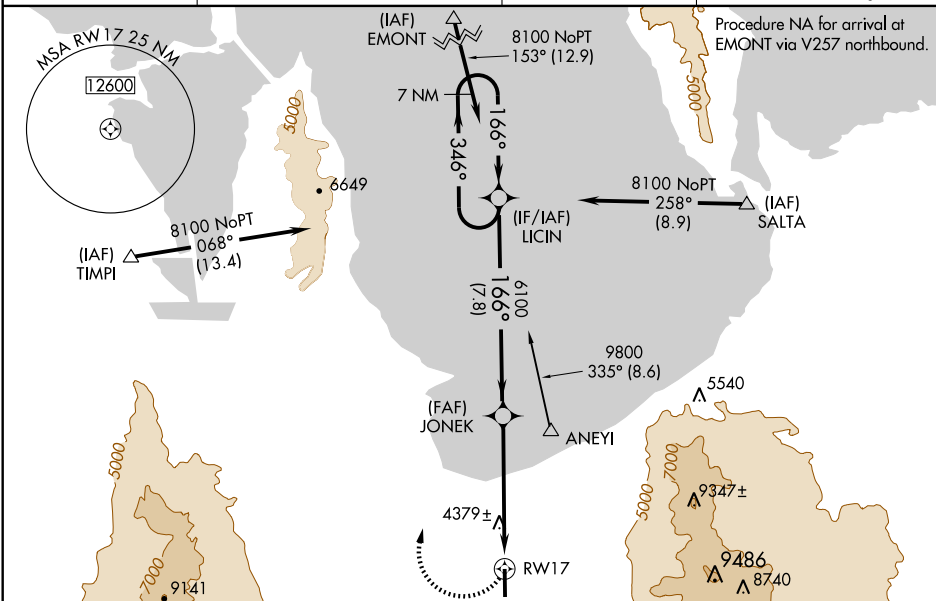
|                        |  |
|------------------------|--|
| APP CRS<br><b>166°</b> | Rwy Idg<br><b>6100</b><br>TDZE<br><b>4297</b><br>Apt Elev<br><b>4322</b> |
|------------------------|--|

# RNAV (GPS) RWY 17

TOOELE/BOLINDER FIELD-TOOELE VALLEY (TVY)

|   |  |
|---|--|
| <p><b>▼</b> Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA.</p> <p><b>▲</b> When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDA 60 feet and LNAV Cat. C/D and Circling Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cats. A and B visibility ¼ mile. For inoperative MALSR, when using Salt Lake City Intl altimeter setting, increase LNAV Cats. A and B visibility ¼ mile. VDP NA when using Salt Lake City Intl altimeter setting.</p> | <p><b>MALSR</b></p> <p><b>(A5)</b></p> <p><b>MISSED APPROACH:</b><br/>Climbing right turn to 9000 direct LICIN and hold, continue climb-in-hold to 9000.</p> |
|---|--|

|                          |   |                          |                                 |
|--------------------------|---|--------------------------|---------------------------------|
| AWOS-3<br><b>119.725</b> | SALT LAKE CITY APP CON<br><b>135.5 316.15</b> | CLNC DEL<br><b>124.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|--------------------------|---------------------------------|



|   |                    |                    |                      |                    |
|---|--------------------|--------------------|----------------------|--------------------|
| <p>7 NM Holding Pattern</p> <p>LICIN</p> <p>8100</p> <p>346°</p> <p>166°</p> <p>7.8 NM</p> <p>4.2 NM</p> <p>1.3 NM</p> <p>JONEK</p> <p>6100</p> <p>1.3 NM to RW17</p> <p>3.05°</p> <p>TCH 55</p> <p>RW17</p> <p>9000</p> <p>LICIN</p> |                    |                    |                      |                    |
| CATEGORY  | A                  | B                  | C                    | D                  |
| LNAV MDA  | 4740-¾ 443 (500-¾) |                    |                      | 4740-1 443 (500-1) |
| CIRCLING  | 4820-1 498 (500-1) | 4840-1 518 (600-1) | 4860-1½ 538 (600-1½) | 4940-2 618 (700-2) |

ELEV 4322

166° to RW17

TDZE 4297

0.83 up

6100 x 0010

35

MIRL Rwy 17-35 0

REIL Rwy 35 0

07298

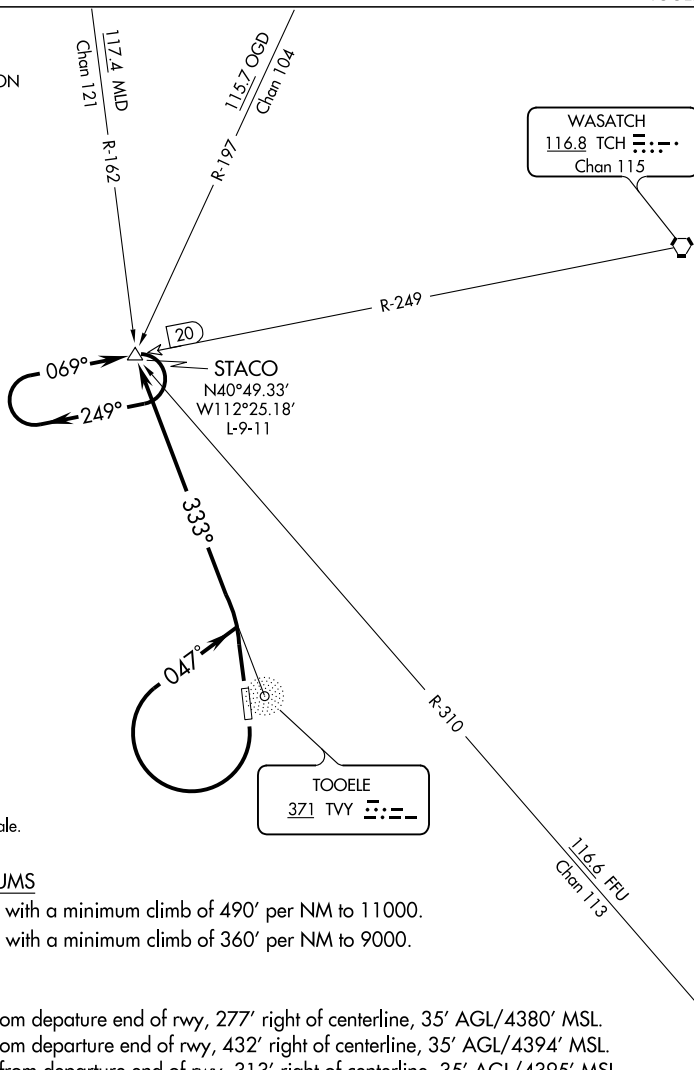
SL-6944 (FAA)

TOOELE/BOLINDER FIELD-TOOELE VALLEY (TVY)

TOOELE, UTAH

## STACO TWO DEPARTURE (OBSTACLE)

SALT LAKE CITY ATIS  
124.75 127.625  
AWOS-3 119.725  
SALT LAKE CITY DEP CON  
135.5 316.15  
CTAF 123.0



NOTE: Chart not to scale.

## TAKE-OFF MINIMUMS

Rwy 17: Standard with a minimum climb of 490' per NM to 11000.

Rwy 35: Standard with a minimum climb of 360' per NM to 9000.

NOTE: Rwy 17:

Tree 794' from departure end of rwy, 277' right of centerline, 35' AGL/4380' MSL.

Tree 967' from departure end of rwy, 432' right of centerline, 35' AGL/4394' MSL.

Tree 1023' from departure end of rwy, 313' right of centerline, 35' AGL/4395' MSL.

**T**

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 11000 via heading 047° and TVY NDB bearing 333° to STACO INT and hold.

TAKE-OFF RUNWAY 35: Climb to 9000 via TVY NDB bearing 333° to STACO INT and hold.

All aircraft expect further clearance to filed route and altitude ten minutes after departure.

STACO TWO DEPARTURE (OBSTACLE)

TOOELE, UTAH

TOOELE/BOLINDER FIELD-TOOELE VALLEY (TVY)

(STACO2,STACO) 07298



## TOOELE

**BOLINDER FLD—TOOELE VALLEY** (TVY) 5 NW UTC-7(-6DT) N40°36.75' W112°21.05'

SALT LAKE CITY

H-3D, L-9C, 11C

IAP

4322 B FUEL 100LL NOTAM FILE CDC.

RWY 17-35: H6100X100 (ASPH) S-30 MIRL 0.8% up S

RWY 17: MALSR. PAPI(P4R)—GA 3.0° TCH 45'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 50'. Road.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE MIRL

Rwy 17-35, MALSR Rwy 17, REIL Rwy 35 and PAPI Rwy 17 and

Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.725 (435) 882-6648

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SALT LAKE CITY APP/DEP CON 135.5

SALT LAKE CITY CLNC DEL 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

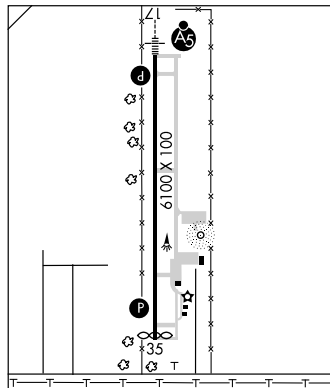
**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02'

W111°58.92' 214° 22.1 NM to fld. 4220/16E.

**TOOELE NDB (MHW)** 371 TVY N40°36.65' W112°20.86' at fld.

Unusable 200°-250° byd 15 NM. NOTAM FILE CDC.

**ILS/DME** 111.5 I-TVY Chan 48(Y) Rwy 17. Class II.



**VERNAL RGNL** (VEL) 1 SE UTC-7(-6DT) N40°26.46' W109°30.60'

SALT LAKE CITY

H-3E, L-9D, 11D

IAP

5278 B S4 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE VEL

RWY 16-34: H6201X150 (ASPH) S-45, D-55 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Pole.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 07-25: H4108X60 (ASPH) S-12.5 MIRL 1.1% up W

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 16: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 25: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 34: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

**AIRPORT REMARKS:** Attended dawn-dusk. 24 hr PPR required for air

carrier ops over 30 passenger seats ctc arpt manager

435-789-3400. Rwy 07-25 not avbl for air carrier use. ACTIVATE

MIRL Rws 07-25 and 16-34, REIL Rws 07 and 25 and 16 and

34, and PAPI Rws 07 and 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (435) 781-1224.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (CEDAR CITY RADIO)

**AIRSPACE:** CLASS E svc Mon-Fri 1300-2100Z and 2300-0300Z, Sat 1300-2300Z Sun 1700-2100Z and 2300-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

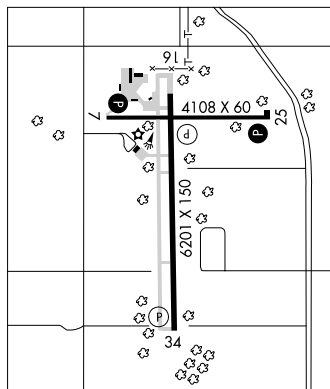
(L) **VOR/DME** 108.2 VEL Chan 19 N40°22.74' W109°29.60' 333° 3.8 NM to fld. 5344/15E.

DME portion unusable

070°-080° byd 30 blo 12,000'.

200°-260° byd 15 NM blo 17,000'.

VOR portion unusable 220°-260° beyond 23 NM below 15,000'



# RNAV (GPS) RWY 34

VERNAL RGNL (VEL)

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>340°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>6201</b><br><b>5265</b><br><b>5279</b> |
|------------------------|-----------------------------|---|



NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct OHAPE WP and hold.

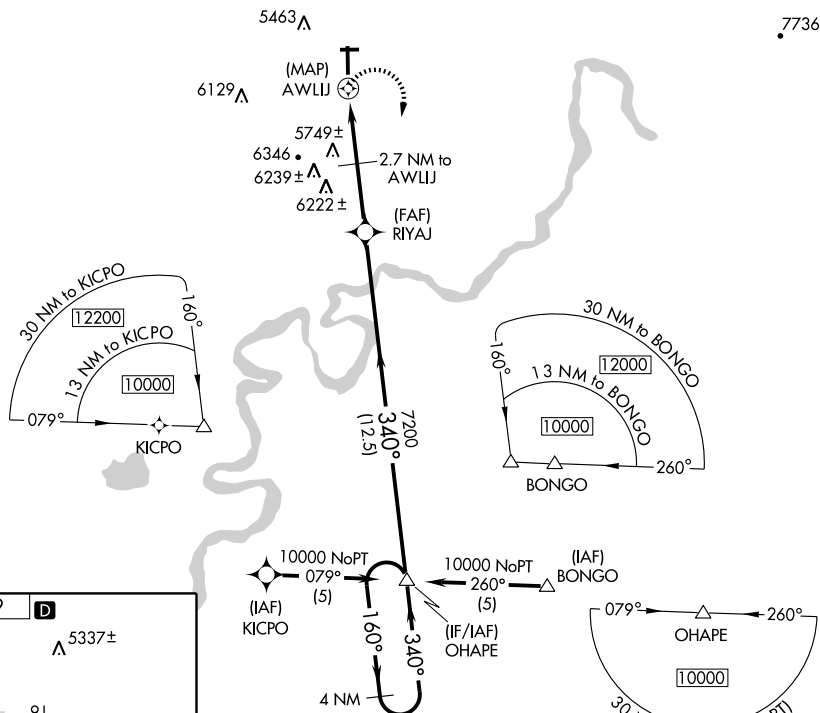
ASOS  
**135.175**

CEDAR CITY RADIO  
**122.35**

UNICOM  
**122.7 (CTAF) 1**

• 7920

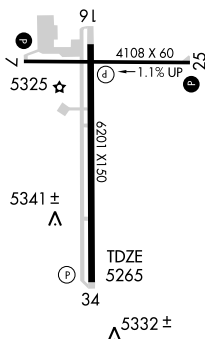
△ 5613




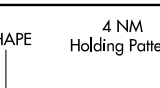
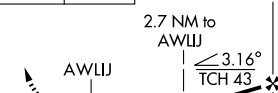
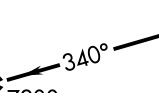
ELEV 5279

D

△ 5337±



REIL Rws 7, 16, 25, and 34  
MIRL Rws 7-25 and 16-34

|  |        |   |                       |                           |                           |
|--|--------|---|-----------------------|---------------------------|---------------------------|
| <div><div>10000</div><div></div><div>OHAPE</div></div>                          |        | <div><div>4 NM Holding Pattern</div><div></div></div>                  |                       |                           |                           |
| <div><div>AWLIJ</div><div></div><div>2.7 NM to AWLIJ</div><div>6380</div></div> |        | <div><div>RYAJ</div><div></div><div>7200</div><div>12.5 NM</div></div> |                       |                           |                           |
| CATEGORY   | A      |   | B                     | C                         | D                         |
| LNVA MDA   | 5980-1 | 715 (800-1)   | 5980-2<br>715 (800-2) | 5980-2 ¼<br>715 (800-2 ¼) | 5980-2 ¼<br>715 (800-2 ¼) |
| CIRCLING   | 5980-1 | 701 (800-1)   | 5980-2<br>701 (800-2) | 5980-2 ¼<br>701 (800-2 ¼) | 5980-2 ¼<br>701 (800-2 ¼) |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VOR/DME VEL<br><b>108.2</b><br>Chan 19 | APP CRS<br><b>331°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6201</b><br><b>5265</b><br><b>5279</b> |
|--|------------------------|-----------------------------|---|

# VOR RWY 34

VERNAL RGNL (VEL)

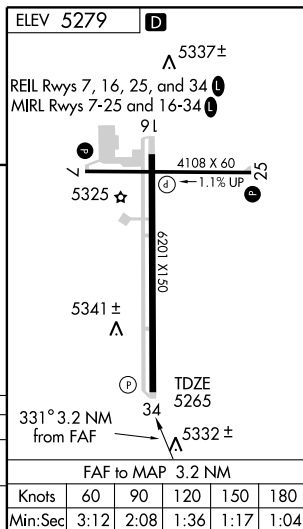
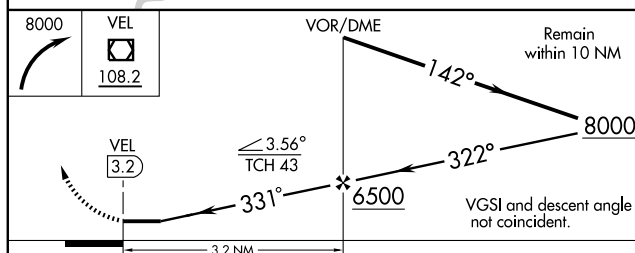
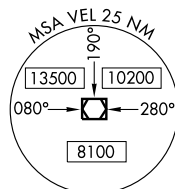
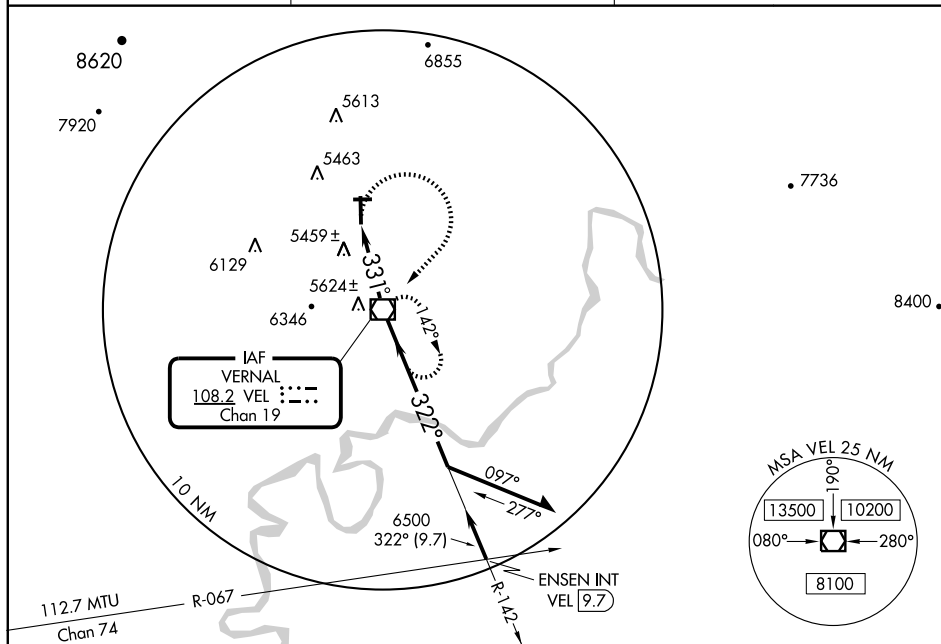


MISSED APPROACH: Climbing right turn to 8000 direct VEL VOR/DME and hold.

ASOS  
**135.175**

CEDAR CITY RADIO  
**122.35**

UNICOM  
**122.7 (CTAF) 0**



**WASATCH** N40°51.02' W111°58.92' NOTAM FILE SLC.**SALT LAKE CITY**(H) **VORTACW** 116.8 TCH Chan 115 161° 3.7 NM to Salt Lake City Intl. 4220/16E.**COPTER****H-3D, L-9C, 11D**

VOR unusable:

015°-030° blo 26,000'

085°-125° byd 30 NM blo 15,000'

030°-050° byd 20 NM

360°-015° byd 20 NM blo 17,000'

050°-085° byd 20 NM blo 18,000'

DME unusable:

030°-080° byd 17 NM blo 17,000'

185°-220° byd 25 NM blo 16,000'

030°-080° byd 25 NM

260°-290° byd 25 NM blo 11,000'

080°-140° byd 17 NM blo 15,000'

350°-360° byd 30 NM blo 16,000'

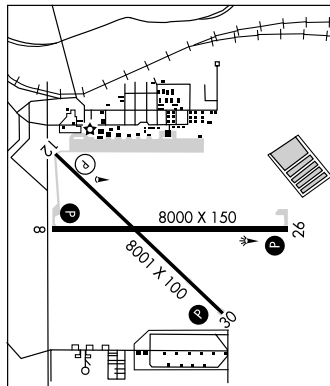
080°-140° byd 25 NM

360°-030° byd 30 NM

360°-030° byd 17 NM blo 16,000'

**WAYNE WONDERLAND** (See LOA)**WENDOVER** (ENV) 1 SE UTC-7(-6DT) N40°43.12' W114°01.85'**SALT LAKE CITY**4237 B S2 **FUEL** 100, JET A Class I, ARFF Index B NOTAM FILE ENV**H-3D, L-9C, 11C****RWY 12-30:** H8001X100 (ASPH-GRVD) S-64, D-85, 2S-108, 2D-120 MIRL**IAP****RWY 12:** REIL. PAPI(P4L)—GA 4.0° TCH 45'. Rgt tfc.**RWY 30:** REIL. PAPI (P4L)—GA 3.0° TCH 45'.**RWY 08-26:** H8000X150 (ASPH-GRVD) S-75, D-140, 2S-175

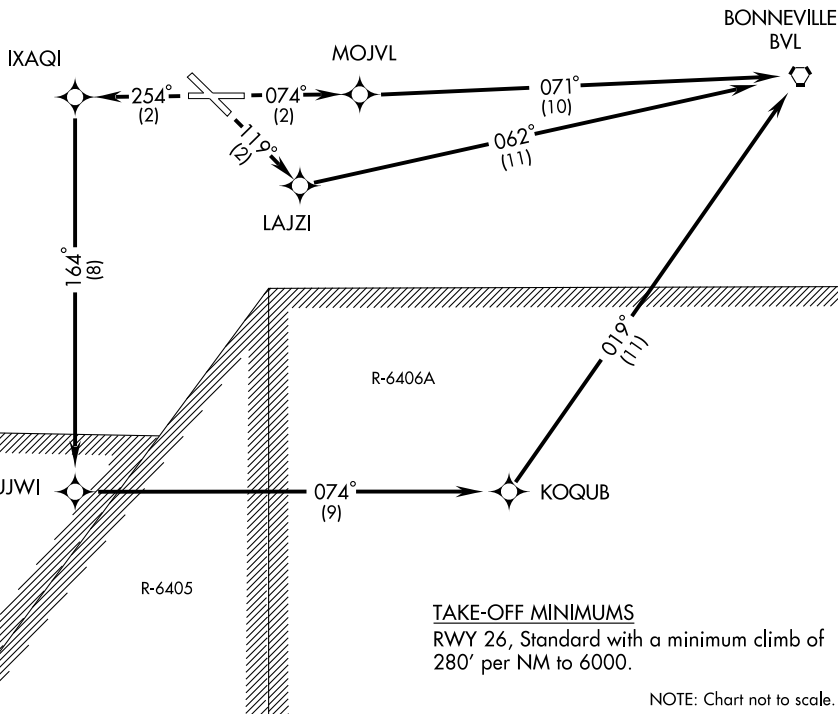
MIRL

**RWY 08:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.**RWY 26:** PAPI(P4L)—GA 3.0° TCH 40'.**RUNWAY DECLARED INFORMATION****RWY 08:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000**RWY 12:** TORA-8001 TODA-8001 ASDA-8001 LDA-8001**RWY 26:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000**RWY 30:** TORA-8001 TODA-8001 ASDA-8001 LDA-8001**AIRPORT REMARKS:** Attended 1500-0130Z†. PPR for air carrier ops with more than 30 passenger seats call arpt manager 435-665-2308.PAPI Rwy 12 OTS indef. **ACTIVATE MIRL** Rwy 08-26 and Rwy 12-30, REIL Rwy 08 and Rwy 12 and Rwy 30 and PAPI Rwy 08 and Rwy 26 and Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 665-2521.**COMMUNICATIONS:** CTAF/UNICOM 122.8**BONNEVILLE RCO** 122.1R 112.3T (CEDAR CITY RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**BONNEVILLE (H) VORTAC** 112.3 BVL Chan 70 N40°43.57' W113°45.45' 251° 12.5 NM to fld. 4220/17E.

## BONNEVILLE ONE DEPARTURE (RNAV)

CEDAR CITY RADIO  
122.1R  
UNICOM 122.8 (CTAF)  
AWOS-3 135.075

NOTE: 1. GPS required.  
2. RNAV 1.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 8:** Climb to 9000 via course 074° to MOJVL WP, then via course 071° to BVL VORTAC.

**TAKE-OFF RUNWAY 12:** Climb to 9000 via course 119° to LAJZI WP, then via course 062° to BVL VORTAC.

**TAKE-OFF RUNWAY 26:** Climb to 9000 via course 254° to IXAQI WP, then via course 164° to JUJWI WP, then via course 074° to KOQUB WP, then via course 019° to BVL VORTAC.

**TAKE-OFF RUNWAY 30:** Not authorized.

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>081°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>4235</b> |
|------------------------|-----------------------------|---|

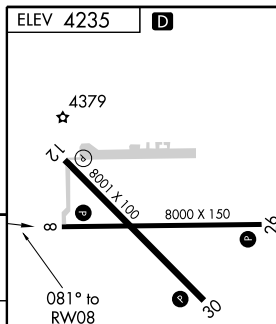
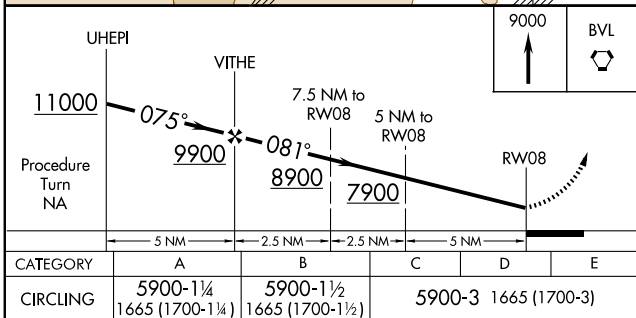
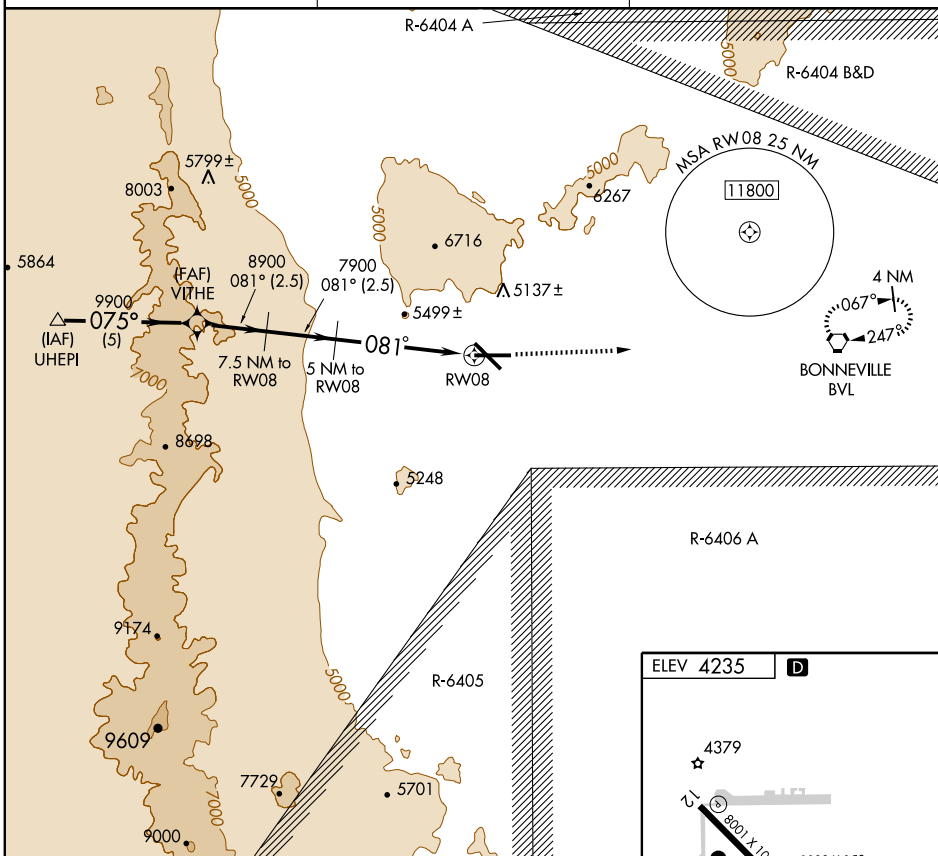
**NA** Circling not authorized north of Rwy 8-26.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 9000 direct BVL VORTAC and hold.

AWOS-3  
**135.075**

CEDAR CITY RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF) 1**



REIL Rwy 8, 12 and 30 1  
MIRL Rwy 8-26 and 12-30 1

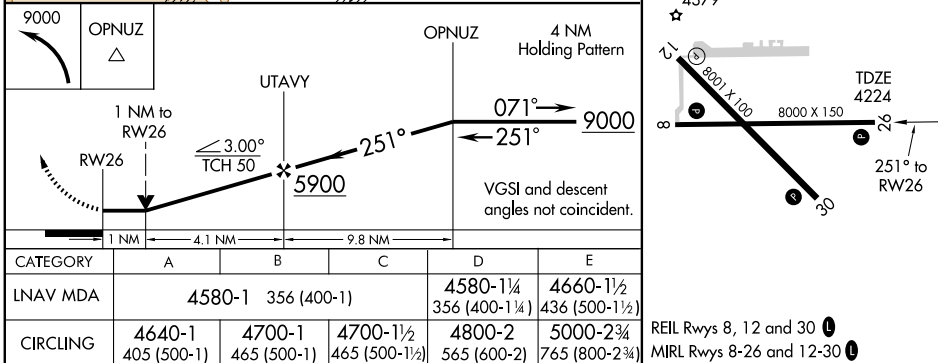
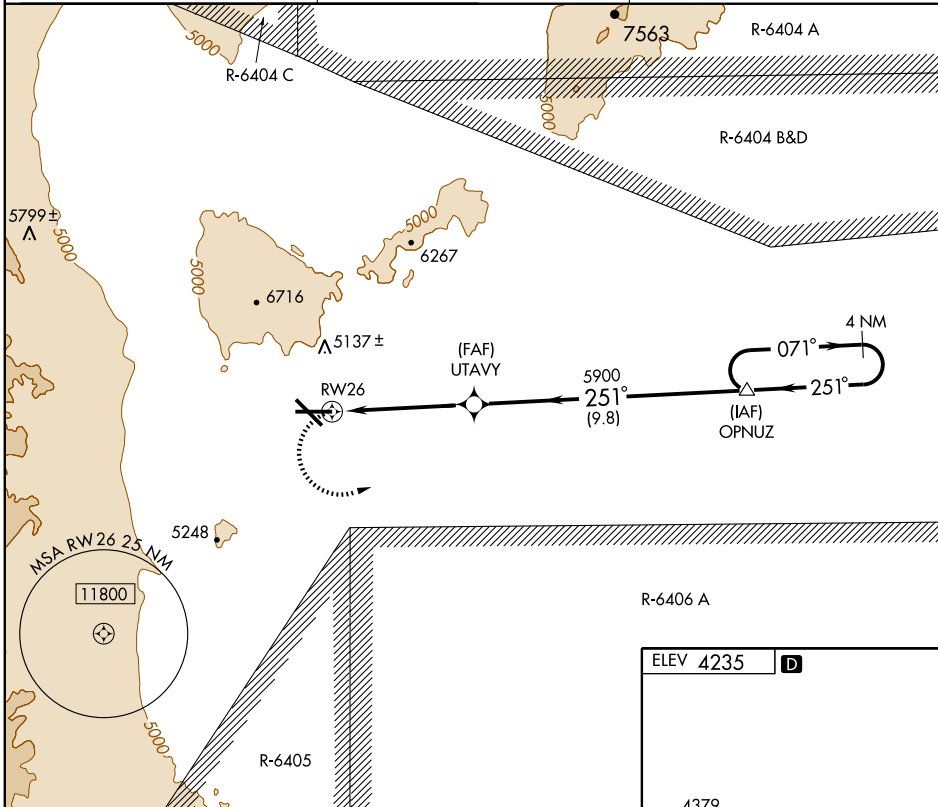
# RNAV (GPS) RWY 26

WENDOVER (ENV)

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>251°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8000</b><br><b>4224</b><br><b>4235</b> |
|------------------------|-----------------------------|---|

|  |   |
|--|---|
| <p><b>NA</b> Circling not authorized north of Rwy 8-26.<br/>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> | <p><b>MISSED APPROACH:</b> Climbing left turn to 9000 direct OPNUZ WP and hold.</p> |
|--|---|

|                                  |   |                                       |
|----------------------------------|---|---------------------------------------|
| <p>AWOS-3<br/><b>135.075</b></p> | <p>CEDAR CITY RADIO<br/><b>122.1R</b></p> | <p>UNICOM<br/><b>122.8</b> (CTAF)</p> |
|----------------------------------|---|---------------------------------------|



VORTAC BVL  
**112.3**  
Chan **70**

APP CRS  
071°

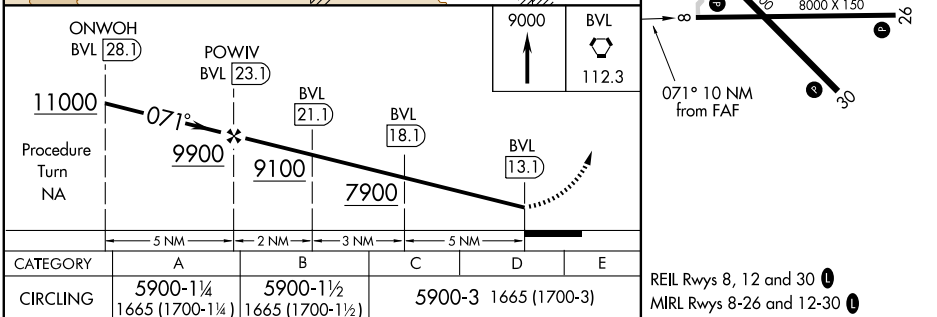
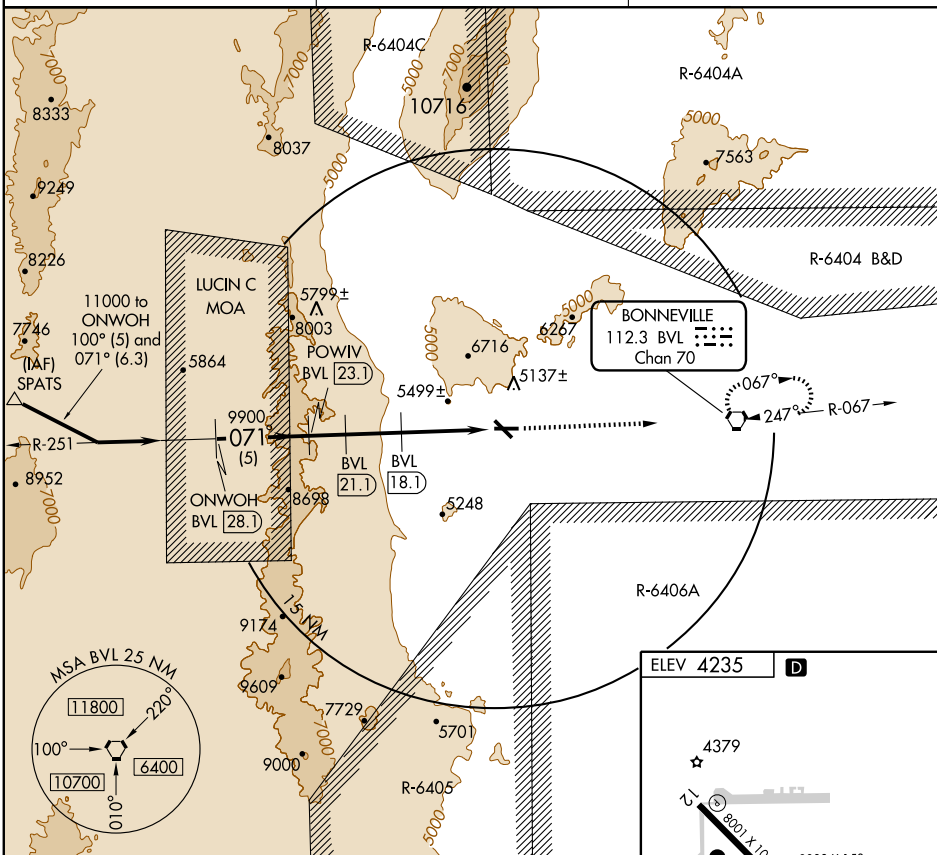
Rwy Idg  
TDZE  
Asp ElevN/A  
N/A  
4025

**MISSED APPROACH:** Climb to 9000 direct BVL VORTAC and hold.

AWOS-3  
**135,075**

CEDAR CITY RADIO  
**122.1R**

UNICOM  
122.8 (CTAF) **L**



40°43'N-114°02'W

WENDOVER (ENV)  
VOR/DME-B



|                                |                 |                             |                      |
|--------------------------------|-----------------|-----------------------------|----------------------|
| VORTAC BVL<br>112.3<br>Chan 70 | APP CRS<br>251° | Rwy Idg<br>TDZE<br>Apt Elev | 8000<br>4224<br>4235 |
|--------------------------------|-----------------|-----------------------------|----------------------|

# VOR/DME or TACAN RWY 26

WENDOVER (ENV)



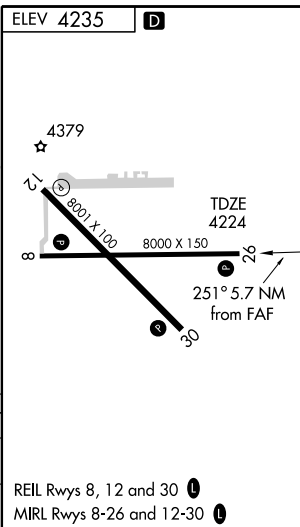
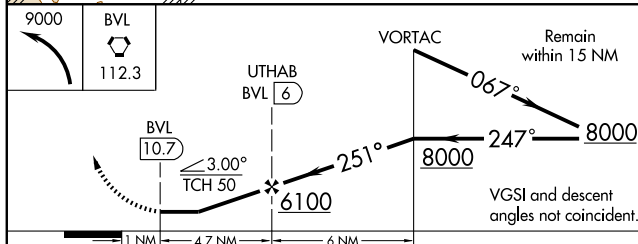
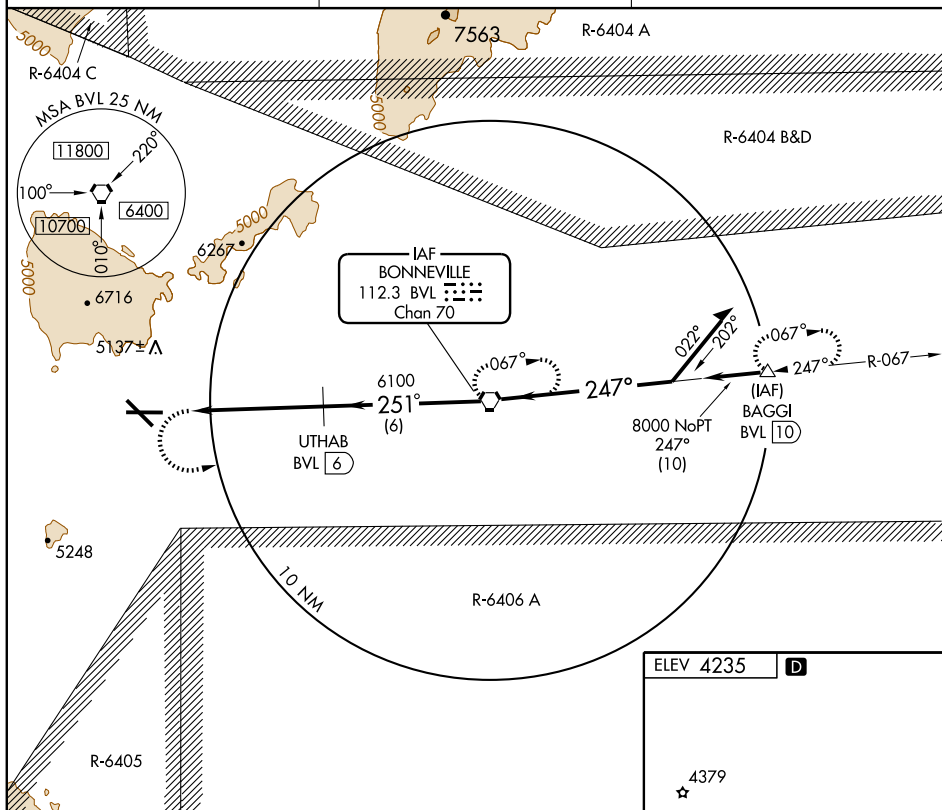
Circling not authorized north of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 9000 direct BVL VORTAC and hold. (TACAN aircraft continue via BVL R-067 to BAGGI INT and hold NE, right turns, 247° inbound.)

AWOS-3  
135.075

CEDAR CITY RADIO  
122.1R

UNICOM  
122.8 (CTAF) **1**



| CATEGORY | A            | B            | C            | D            | E            |
|----------|--------------|--------------|--------------|--------------|--------------|
| S-26     | 4580-1¼      | 356 (400-1¼) |              | 4620-1¼      | 4960-2½      |
|          |              |              |              | 396 (400-1¼) | 736 (800-2½) |
| CIRCLING | 4640-1¼      | 4700-1¼      | 4700-1½      | 4800-2       | 5000-2¾      |
|          | 405 (500-1¼) | 465 (500-1¼) | 465 (500-1½) | 565 (600-2)  | 765 (800-2¾) |

REIL Rwy 8, 12 and 30 **1**  
MIRL Rwy 8-26 and 12-30 **1**